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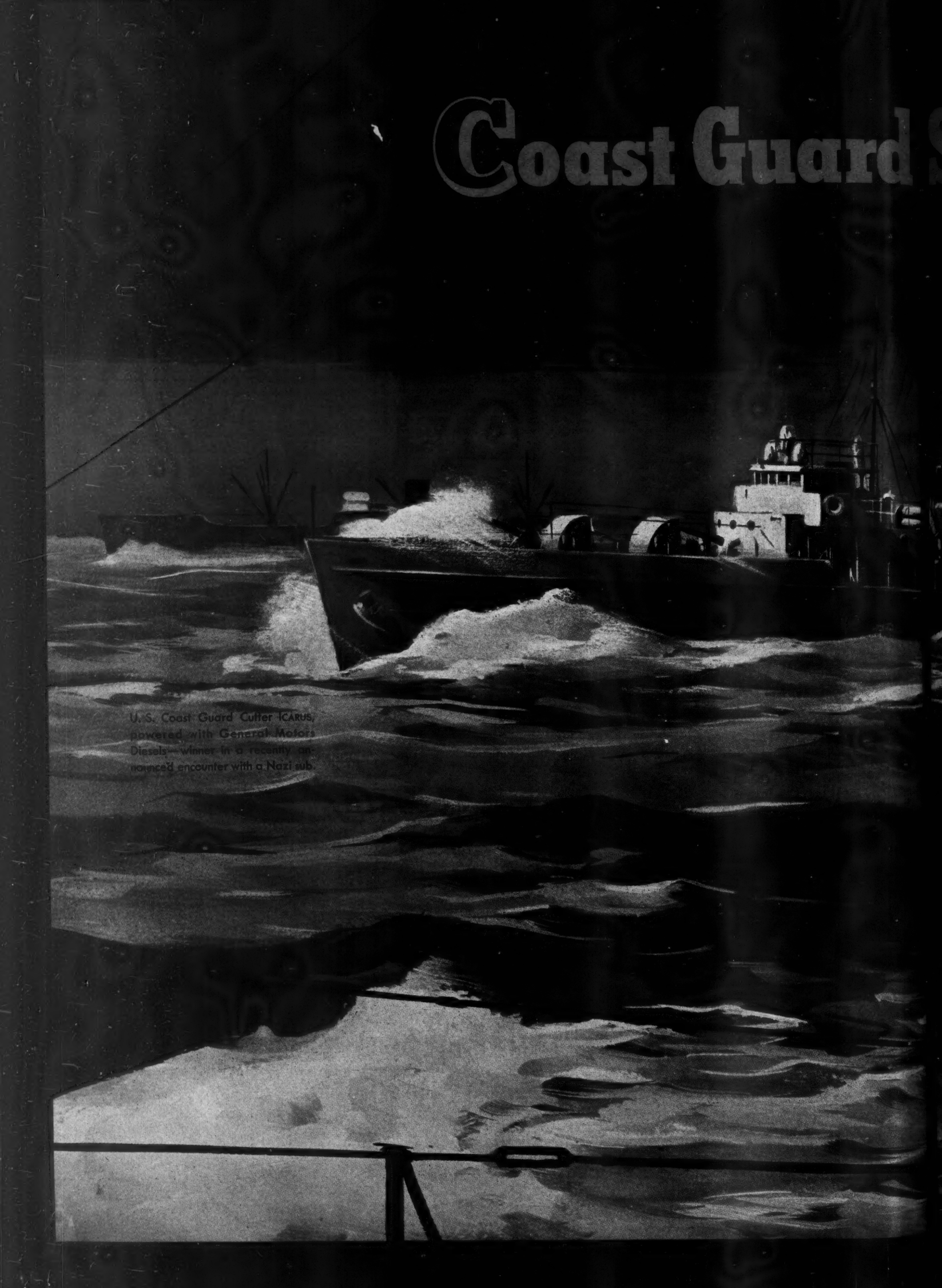

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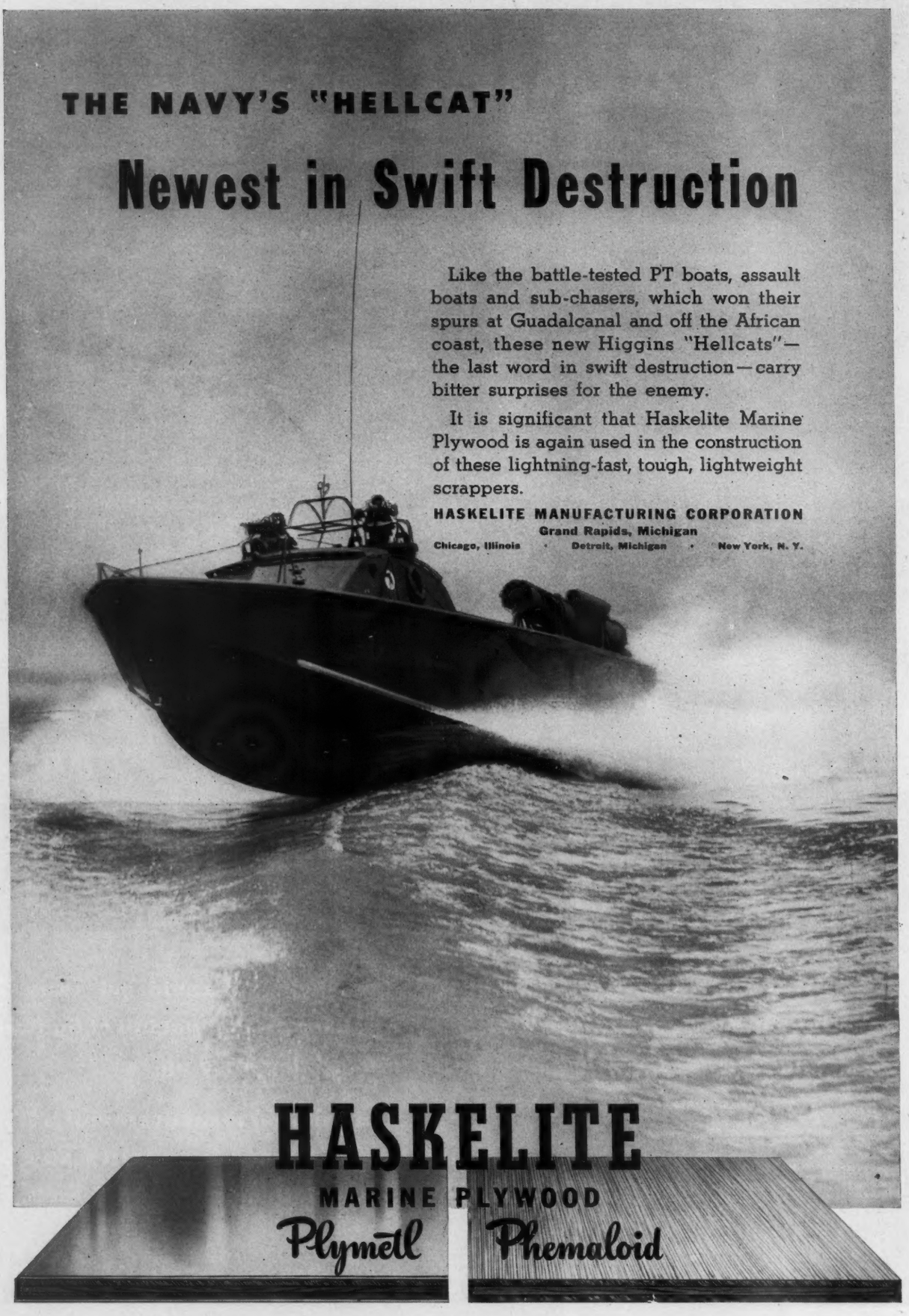

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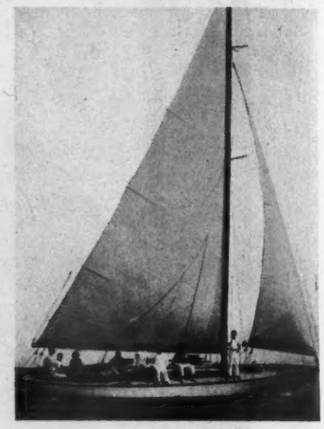

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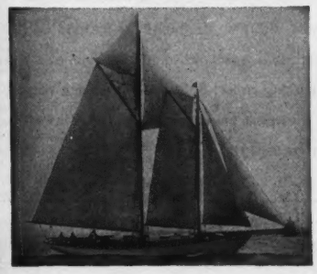

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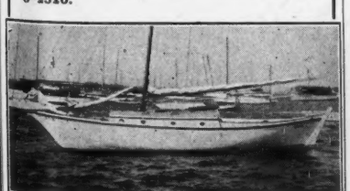

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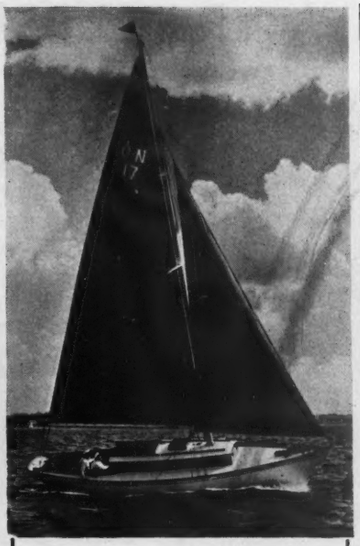

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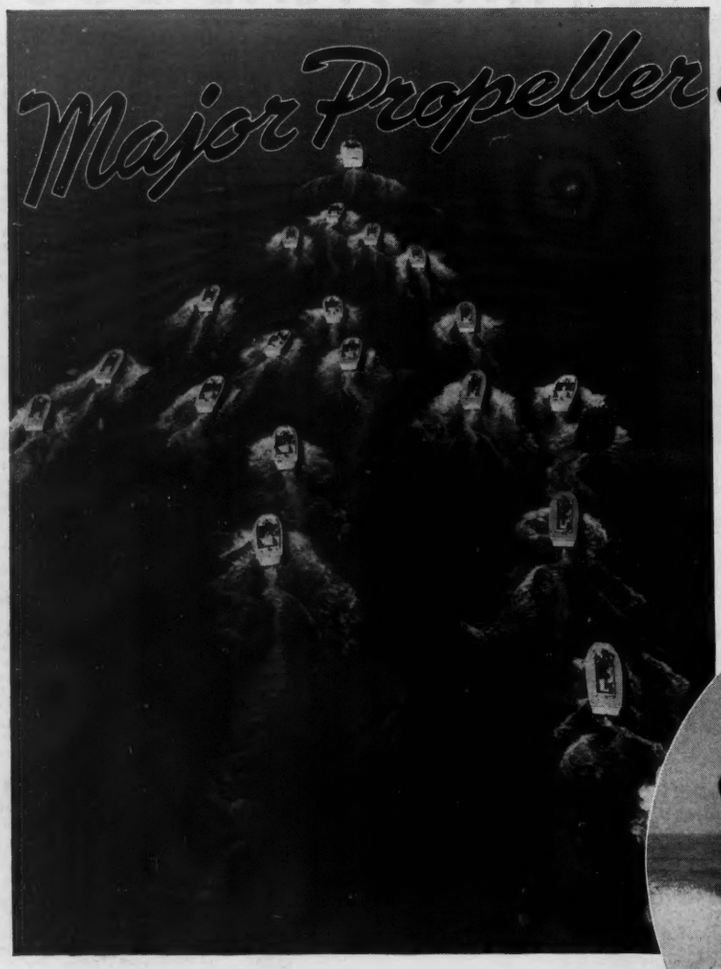

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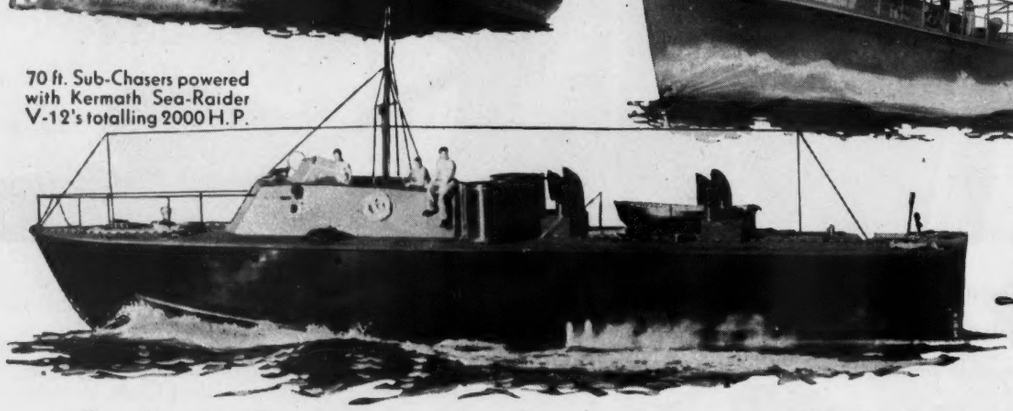

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H. G. Foster

President

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STEPHENSON

VOL. LXXIV AUGUST, 1943 NO. 2

WE'VE GOT THE GOOD SHIP GOING

NO MATTER how much one may desire to do so, it is impossible to get away from a war during wartime. And just now the war is going pretty well, thank you. We and our allies seem to be working out to windward on all fronts.

Our latest move, the Sicilian landings and occupation, not only justifies the long and arduous preparation but must have given a big lift to every one who had a hand in it, either on the actual front or in the shops and factories back home. At last the huge fleet we have been building here for large landing operations was put to the uses for which it was created, and it must be a source of pride to all those who had a hand in bringing it into being.

The magnitude of that sea-borne operation baffles the imagination. The British Admiralty says over 2,000 vessels were engaged in it — some reports say 4,000. These figures would, of course, include the smaller landing craft whose construction and delivery we have followed in the pages of YACHTING during the past year. It was the greatest amphibious operation ever undertaken, and the coördination of all branches of the Service and of the various commands seems, from all reports, to have been well nigh perfect.

What yachtsmen, who have in large numbers gone into the Navy, the Coast Guard and the Army's Amphibian Command, and what the industry which supplied their needs during the days of peace, have contributed to the war effort, deserves especial commendation. Our hats are off to them. Their work gives the lie to the former taunts of our enemies that the sailors and the men of the democracies "had gone soft." We don't believe that those who have opposed them on so many sea and land fronts during the last twelve months believe this any longer. Certainly, those of our enemies who sailed against us as yachtsmen before the war in hard fought races on blue water, in boats of our own development, never thought that.

This does not mean that the end of the war is in sight. We still have a long, hard road to travel. But we have at last got the good ship sailing properly and it will take a lot to hold her back now.

ENGINES STILL NEEDED

THE APPEAL we made last month to yachtsmen whose boats are not in use, or will be laid up for the duration, for engines to help power the great number of life boats building for our merchant fleet, and to furnish much needed replacements for the fishing fleet, has already started to bear fruit. A number of boat owners have patriotically offered to take their engines out and sell them to builders and dealers to supply these vital needs. More are still needed during the next few months. If you have an idle engine that can be used for the purpose, why not let it help the war effort. We will be glad to put anyone tendering a motor in touch with those needing them.

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IN THE WIND

▶ One happy factor in the spud shortage situation — traces of meat are being discovered in Irish stews. . . .

▶ Lawrence B. Getchell, of Ellsworth, Maine, (known to his pious friends and dunking companions as "Skip") remarked the saga of the remarkable Maine lady and her wood-splitting exploits which appeared in this compartment in June. Apropos of same, he writes:

"Speaking of 'Maine strength — which is notorious,' let us examine the enclosed copy of what came to Ben Hinckley in today's mail. . . .

"Ben is treasurer of the Southwest Boat Corp. of which his brother, Henry, is head man — said corporation being in the settlement of Southwest Harbor, so-called for 200 years, come 1945, which makes it a little older than that guy who spends his time under the lee of YACHTING's longboat. . . ."

What Ben received in the mail, according to "Skip", was a blast from J. M. Foxworth-Weatherby, director general, Air Raid Warden Division, Civilian Defense Program Committee, containing instructions to all "newly appointed commanders of air wardens."

It reads:

PLEASE MAKE CERTAIN THAT YOU HAVE THE FOLLOWING EQUIPMENT ON YOUR PERSON AT ALL TIMES

Required Equipment for all Civilian Air Raid Wardens

1, One respirator. 2, Belt around waist with ten (10) hooks to carry six (6) filled sand bags and four (4) buckets of water. 3, One axe, carried in loop of belt. 4, One stirrup pump to be carried over left shoulder. 5, One 36-foot extension ladder to be carried over right shoulder. 6, One long-handled shovel to be carried over back by sling. 7, One rake to be carried under right arm. 8, One scoop in left hand. 9, One whistle attached to lanyard around neck and carried in mouth. (One hour daily should be devoted to the practice of short and long blasts.) 10, Two wet blankets rolled in regulation army roll and carried around neck. 11, One flashlight hanging around neck on second lanyard for easy access. (Must be equipped with new, officially approved invisible black light beam and dead cells.) 12, One tin helmet with upturned brim to carry spare water for stirrup pump (see item 4). 13, Spare sand to be carried in all pockets and pants' cuffs. 14, One box of officially approved "No-Glo" matches with which to light pipe (cigarettes prohibited: pipe should be inverted to prevent sky-glow). 15, One 200-lb Navy type anchor to drop in case warden cannot stop galloping when bombs first start to go off.

▶ Never have there been such competent "in-and-outers" as the coal miners. . . .

There'd be nothing to worry about in the fuel shortage situation if we were back in the days when everybody had money to burn. . . .

▶ Now that weeds are being recommended as a wholesome diet in the emergency, a lot of folk aren't bothering to hoe them out of their Victory Gardens. . . . They grow a lot faster than the crops, and if you can eat spinach with the sand in it (the way you get it served most places), you'll be able to relish a nice mess o' Victory Garden-fresh weeds along with that boiled bacon rind entree and a glass of water (as yet unrationed). . . .

▶ Caleb Bilgewasser has just returned from the East where he had a contract to re-paint the Red Sea. . . .

Aboard Cutter (Censored)
Somewhere in Long Island Sound
(From a Stiff Correspondent)

▶ Don't mistake me, impatient reader, your correspondent isn't aboard a Coast Guard cutter — but a yacht. However, he has a Coast Guard identification card, as have his shipmates, Caleb Bilgewasser, noted explorer and epicure extraordinary, and Colles J. Coe, Southampton Corinthian. . . . Otherwise we would not be here, complete with ration books, the latest nautical zoot suits, some dried beans and a quantity of alcohol (for the stove). . . . The weather is bland — and none of us are under it. . . . We are keeping a sharp lookout for friendly submarines, hoping to be able to borrow a can opener.

At seven bells in the forenoon watch this day, Chief Mate Coe fell, or jumped, from the fore deck and landed in the water, suffering severe shock. . . . He is being treated for immersion and is slowly but satisfactorily recovering. . . .

God knows when we shall make our landfall. . . . It is flat at the moment. . . . Everything is so flat (including the beer) that one wonders if the early navigators (antedating Columbus) weren't right. . . . When the moon comes over the mountain (that's Kate Smith) I shall possibly be able to get my bearings. . . . But I find I have forgotten my pelorus, sextant, dividers and bathing trunks. . . . But I remembered my battered, faithful, portable typewriter, with which I tap out my humble living. . . .

Provided our little ship and her gallant company survive the vicissitudes which, I am confident (for publicity purposes) lie ahead, you who so sedulously peruse what is written here month after month will be advised in detail of our tremendous, epic ordeal. . . .

Meantime I shall be delighted to welcome aboard for a day's sail or even a week-end any dear reader who will provide himself with a bottle of (censored) in advance and meet us when we put in at (censored), August (censored). . . .

▶ People get bored when you tell them about *your* operation. . . . *Combined Operations*, the official story of the Commandos, however, is a thrilling book, well worth your perusal some day when you're sailing in quiet waters, fanned by a lazy breeze — and all cruelty and violence seem as remote as the stars. . . .

▶ "Filet of sole" wasn't filet of sole when it cost 35 cents a pound — but nobody cared particularly. . . . Now that it costs around 55 cents a pound, a lot of people feel like saying *it's flounder — and the hell with it!* . . .

▶ There doesn't seem to be a chance for an increase in anything except the wages of sin, taxes, ennui and the death rate. . . .

▶ The latest perfume to be produced in the War Effort is called *Amour Sauvage* (Savage Love, to you). . . . This, gals, is what you're supposed to put on when you're trying to make a Commando or vice versa. . . .

▶ The power boat men are sadly shaking their heads and sighing philosophically:

You never miss the water
Till the gas runs dry. . . .

It's tough on the boys who launched their craft with every expectation they would be allowed a certain amount of what is now fashionably known as petrol. . . . However, they won't have to miss the water this season if they get out there under sail. . . . TELLTALE

Fine 18" x 13" enlargement of this painting, suitable for framing, will be sent on request while sup lasts. Write to our New York address for Lithograph B, *enclosing 10¢ to cover postage and handli*

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LIGHT FOG OVER MENEMSHA, ON THE VINEYARD

Here swordfishermen and yachts rub elbows when the fleet is in

From a water color by Carl Broemel

YACHTING

Volume LXXIV AUGUST + 1943 Number 2

Daily Press photo

Escanaba, at the northern end of Green Bay, has a snug harbor easily reached from Chicago by rail

GREEN BAY—IN PEACE OR WAR

This Beautiful Sheet of Water Still Offers an Ideal Cruising Ground

By WARREN T. DAVIS

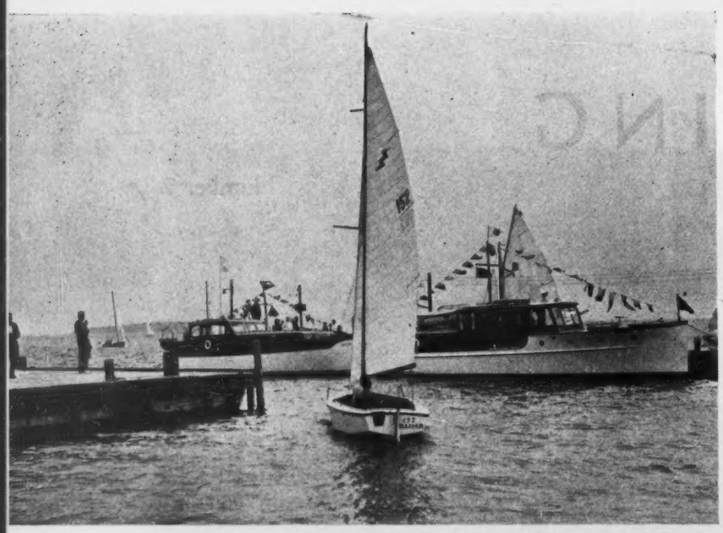
THE FIVE Great Lakes, with their thousands of miles of water routes far removed from the scenes of war, have long been a wonderful cruising ground for yachtsmen. Lake Michigan in particular, the second in size of the lakes, is the sailing ground for a large fleet. The whole northern end of the lake offers unusual possibilities for the cruiser. On the west side of the northern end of this lake lies a beautiful body of water, Green Bay, with numerous islands, bays and harbors. It is connected with the lake by a broad mouth, some thirty miles wide. This mouth is studded with islands of rare beauty. There is another entrance, a ship canal at Sturgeon Bay, 35 miles to the south, built some years ago on the site of an old Indian portage.

Well called Lake Michigan's finest cruising grounds, Green Bay, which is about 120 miles long and about 23 miles wide at its greatest breadth, contains more than 25 islands and 30 harbors, most of which have the charm and quiet the true cruising man loves so well. In old days, Green Bay was part of the water route from east to west taken by the Indians, the French explorers, trappers and traders of two centuries ago. At the south end of the bay is the mouth of Fox River leading into Lake Winnebago, and the river plus the bay gave greater protection to the *voyageurs* than did the long, open south end of Lake Michigan. Historically, Green Bay goes back much further than the areas where Milwaukee and Chicago now stand.

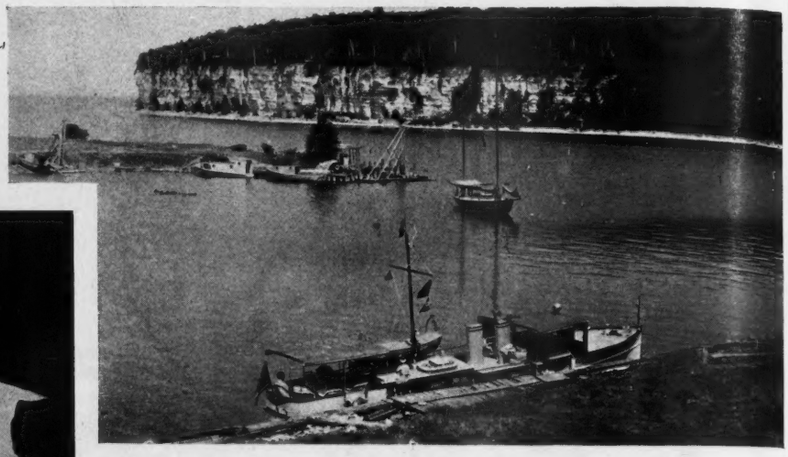
From these great cities, and from the smaller ones on the lake, come yachtsmen to cruise and to race, as many of them have already found that Green Bay is closer to them in miles and has more to offer them in beauty than other areas much farther north. The Sturgeon Bay Ship Canal is only 124 miles north of Milwaukee and a little over 200 miles from Chicago, with good commercial harbors about every 30 miles in between. Some yachtsmen from Chicago make their cruise up the east shore of the lake and then cross from Manistee (60 miles) to the Sturgeon Bay Canal.

Where time is limited, some owners leave their yachts at Escanaba, Menominee or Green Bay and by means of the

GREEN BAY HARBORS



Below, Snail Shell Harbor, at Fayette, is deep and landlocked. Its entrance is not easy to find. (Alfred A. Henes photo.) Center, another view of Ephraim Harbor. (Alfred A. Henes photo.) At bottom, the man-made yacht harbor of Menominee, on the western shore of Green Bay. The M&M Y.C., located here, is known as the most hospitable of all the clubs in the Lake Michigan area. (Conant Studio.)



Home of the M&M Y.C. at Menominee. Above, a glimpse of Fayette Harbor with the R boat "Yankee." (Harry Gruber photo.) At top, Ephraim, a little white village of Norwegian settlers, has an active yacht club. (L. L. Cook photo.)

The great cliff at Eagle Bluff, partially clothed in green, rises from the water as rugged and wild looking as in the days when the Indians used the cave in its face for a refuge in time of stress

L. L. Cook photo

Northwestern Railroad's "400" or the Milwaukee's *Chippewa* come and go from the cities to the South as to a summer home. Others leave their floating homes in one or another of the harbors from Sturgeon Bay north and, by good bus connections and the railroad via Manitowoc, get back to the city in a hurry when necessary.

War is not new to this section. Here in the early years of the nation, were fought a number of important Indian battles. It was the scene of much shipbuilding in the last war. Today, it is the scene of the building of even more ships for the present war. The ships of today are a far cry from those in which the Indians fought at Death's Door and from the first ship on the Great Lakes, LaSalle's *Griffin*, which sailed these waters before she was lost. These modern ships are ocean freighters and barges and fast naval PC boats. They are being built at Sturgeon Bay, Marinette and Green Bay. Where French *voyageurs* once traveled, today British sailors come for the ships they need to fight the Germans. Many Lake Michigan yachts have been built at Sturgeon Bay and these yards have winter storage facilities. On Chambers Island, lying in the middle of the bay, the U. S. Navy had one of its first navy yards. Today, this island is practically uninhabited.

Approaching the natural entrance to Green Bay from Lake Michigan, the long chain of islands across its mouth looks like a great convoy of mighty ships. The largest of these is Washington Island. The passage to the south of this island is known as Portes des Morts. It is rich in history, and here many ships have been wrecked.

The prehistoric route of the Sac Indians from the wild rice lands in the valley of the Fox River, and of their fatal retreat northward in their canoes up the west shore of Door County from Green Bay to the passages into Lake Michigan, with the resultant massacre by the Potawatomi at Portes des Morts passage, form an epic of Indian lore. A small remnant of the Sacs escaped across the passages and found refuge at Sac Bay, near Fayette. Portes des Morts is so named in memory of this tragedy of Indian history.

Jean Nicollet passed here in 1634, three hundred and nine years ago! LaSalle's ship, the *Griffin*, was the first ship on these Inland Seas, and it is believed that somewhere near here is the spot where she foundered.

Sailing north from Portes des Morts past Rock Island, the location of one of Lake Michigan's earliest lighthouses, the cruiser soon sees Burnt Bluff in the distance, a monumental cliff of reddish limestone, crowned with evergreen, birch and beech trees. A shore line of white limestone rims the blue water.

Proceeding a few miles further north, we approach Snail Shell Harbor and what is now practically a ghost town, Fayette. The entrance to the harbor is not immediately apparent. The orders to the helmsman are: "Head directly for the sheer limestone bluff until you have about reached it, then hard to starboard as the narrow harbor mouth opens up." Snail Shell is one of the most beautiful of little natural harbors on the Great Lakes, deep-to and landlocked. Here a few fishermen live near the remains of an old iron smelting works. More than fifty years ago they stopped smelting iron here from the iron range. The ruins now look like an antique castle, covered with vines and flowers and banked with white birch trees. A lusty history surrounds this area in which pirates played their part.

North from Fayette about eight miles is Garden Bay, and in the southwest corner of this bay is Ghouley's Harbor. Many who have cruised here before have missed this jewel. Old Solby LaFave, its lone inhabitant, loves to sit and spin yarns of the days of the past, including those in which Dan Seavey, of colorful life, plays a large part. The remains of Dan's schooner still lie on the beach. Well above the wreck, near the crest of the bluff overlooking the harbor and Green Bay, are the remnants of a hurriedly built limestone breastwork; behind it are the graves of unknown white men. Here Solby has uncovered silver gorgets, china dishes, mid-seventeenth century things. Could this have been a last refuge for the survivors of the *Griffin*?

Among the Port Captains of the Great Lakes Cruising Club to be found in some of the towns along Green Bay is Walter Hornstein, of Garden, a cordial host and guide. He and John Mitchell, of Escanaba, have been active in promoting the welfare of yachtsmen in this upper end of Green Bay. This area is made up of Big Bay de Noc and Little Bay de Noc, on the northern shore of the Bay. At Escanaba is the enterprising Escanaba Yacht Club with a fine fleet of yachts. This club sponsors the popular Escanaba Cruising Race which, run in July after the famous Mackinac

Sketch chart of Green Bay, a beautiful body of water with numerous picturesque islands, bays and harbors

L. L. Cook photo

Horseshoe Island, off Ephraim and Fish Creek, offers the safest harbor in its neighborhood. It has been used by Indians, explorers, and Pere Marquette

Race, has attracted many contenders from the clubs at the south end of Lake Michigan. Escanaba is an ore-loading port, for it is close to the Michigan-Wisconsin iron range. Many loading docks have been built here recently.

If sailing with the fleet in the first leg of the cruising race, we back track down past Fayette and the Portes des Morts and find ourselves passing along the shores of Door County, Wisconsin, with its piled up cliffs and deeply indented bays. Door County is the 75-mile-long peninsula forming the barrier between Lake Michigan and Green Bay. In the glacial period, the ice had a holiday here digging out the sand and soft dirt and leaving the limestone ridges and bluffs topped in places with coral reefs. Ellison Bay and Sister Bay bluffs are left to port as we work down towards Fish Creek and its yacht club. Just north of Fish Creek lies Ephraim, the little white village of Norwegian settlers, nestling under its green hillside. Here also is an active yacht club. This is a summer home region, famous for its scenery.

Just off the shores of Ephraim and Fish Creek lie a group of islands studding the western view. Horseshoe is the most famous because of its harbor in which Indians, explorers, voyageurs — yes, even Father Marquette and Father Allouez — lay over. They stopped there because it was the safest harbor in these parts, just as it is today. Lying at anchor there on a quiet evening it is not hard to imagine that Indians in birch bark canoes might glide around the point and slide up on the stone beach. There is a deserted house among the trees, but the trees and the water are still uncivilized.

To the east rises the great cliff at Eagle Bluff, partially clothed in green and as rugged and wild looking from the water as in the days when the Indians used the cave in its face for a refuge. Just south of Horseshoe lie the Strawberry Islands, three spots of green lying low in the water, with big Chambers Island to the west.

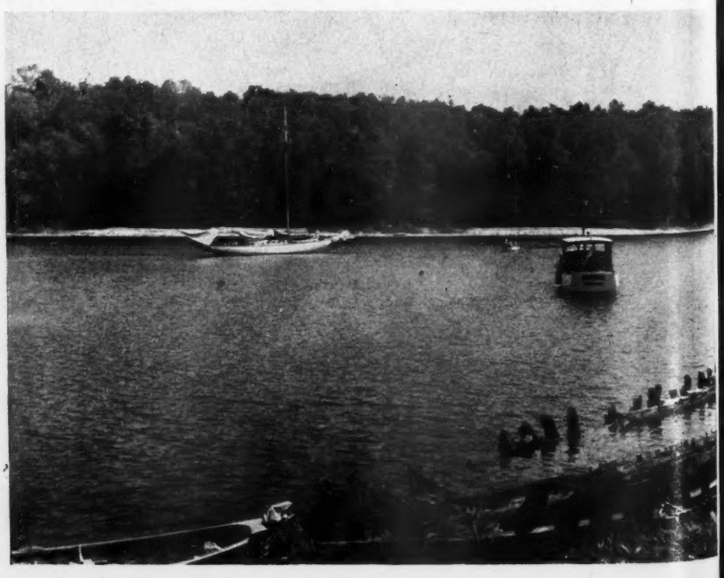
Across the bay, beyond Chambers Island, are the twin cities of Marinette, Wisconsin, and Menominee, Michigan, with their fine man-made yacht harbors, credit for which goes largely to that grand yachtsman, Alfred Henes. Crossing over from Fish Creek or Ephraim, the sailor looks back towards Door County and sees blue water and blue sky divided by a rim of white limestone beaches with piled up hills and headlands of green, with heavy white cliffs every few miles. By contrast, the western shores are low and sandy, with only Marinette and Menominee harbors available to large yachts in the long stretch from Escanaba at the north to the city of Green Bay at the south. The M & M Yacht Club is known as the most hospitable of all the clubs in the Lake Michigan area, but today its clubhouse has been taken over by the Coast Guard. Dr. C. H. Boren, a physician and member of the club, recently started a shipyard, turning out 194-foot barges for the Maritime Commission. In this area, and in fact from all Green Bay, many men have earned their living at fishing and a large proportion of the population is water-minded. As a result, in peacetime the Coast Guard recruited many of its men from here. Now, with war, the Coast Guard and its Temporary Reserve have found many men prepared to carry on.

Running southeast from Menominee and crossing back to the East shore we head for Sturgeon Bay. Today, this is a busy port, clamorous with its numerous shipyards. South of Sturgeon Bay is a place now called Red Bank, which the Indians called Mogachutes. This was the headquarters of the cannibalistic Winnebago Indians, the most savage tribe of the West, who up to 1644 ruled most of Wisconsin. To the north of Sturgeon Bay is the town of Jacksonport, where a few years later the Iroquois fought the Hurons, Ottawa, Ojibwa and Potawatomi in a battle of great importance in Indian history. About 35 miles south of Sturgeon Bay is the old city of Green Bay. Here again ships are being built. Here also is an active, picturesque yacht club.

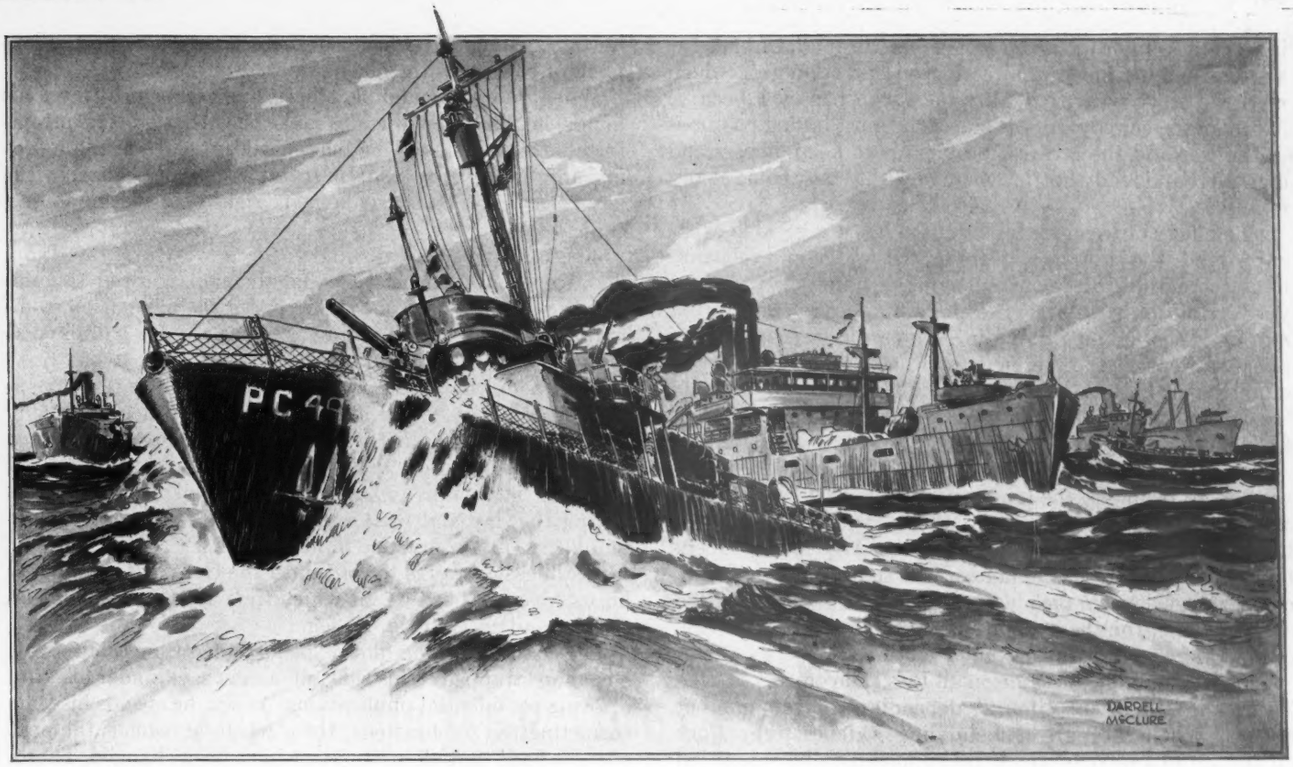
All the yacht clubs of Green Bay have formed a yachting association. Don DeWitt, of the Oconto Yacht Club, has been the godfather of this organization, which has done much to attract cruisers from distant parts and to increase the sailing ability of local members through highly competitive racing. Two especially attractive races are sponsored by the Association. The first of these, the 100-mile race run by the M & M Yacht Club, is in many ways the sportiest sailing race on the Great Lakes. The islands, reefs and number of legs to be sailed keep the skippers on their toes all the time. Run annually each July since 1937, this race always attracts many men from down the lake, a number of whom have been winners. This year it was scheduled to start on July 24th. The E. P. Smith Trophy goes to the winner of the racing division and the M & M Yacht Club Trophy to the winner of the cruising division "A" Class. For some years, the Green Bay Association had its own system of measuring and rating yachts for handicap but now the L.M.Y.A. measuring systems are followed.

The second of these topnotch races is run by the Escanaba Yacht Club. This is a four-day cruising race and is part of Green Bay Race Week. As racing goes, this is colorful and restful. This year the start was at Escanaba on July 27th; the first day's run is 47 miles to Fish Creek, the

(Continued on page 8')



"Flight" and "Roamer" at anchor in Ghouley's Harbor, Garden Bay. What is left of Dan Seavey's schooner lies in the foreground. (Walter Hornstein photo.)



Forming up is always a source of intense irritation to the officer of the deck

MERRILY WE ROLL ALONG

Day by Day Life in a PC on Convoy Duty

By CHARLES W. FREY
Lieutenant, USNR

THE tropical sun shines gently down; the boatswain shrills on his pipe; the crew, immaculate in white uniforms, man the lines. There is one long blast on the whistle and the freshly painted PC backs away from the dock and goes out to escort a convoy. On the way, the convoy will be attacked by a "wolf pack" of Nazi submarines (more than one submarine is a "wolf pack") but the PCs will fight them off, sinking several. At the next port, all hands will be decorated by a grateful government. Undoubtedly the wires from Hollywood to Washington will be burning with requests for the ship and crew to be sent to the West Coast to make an epic movie.

It could only happen there. To get the true picture, one must get up at four in the morning when the tropical sun is still below the horizon but the tropical rain — the story of a dry season in the tropics is a myth — is gently pouring down. The exec has been up long enough to make all preparations for getting under way and also long enough to be half way through the last cup of coffee aboard, so there is none for the captain when he makes his appearance on the bridge. The engines are warmed up and ready to go but the engineering officer swears they will fall apart in the next twenty-four hours and, if the ship doesn't go to the yard for overhaul immediately, he will no longer be responsible.

The crew is huddled in the driest spots they can find, wearing snappy uniforms of bathing trunks, oilskins and anything else they can find that rain won't hurt. The captain decides that things are no worse than usual, picks up a megaphone, steps loathingly to the wing of the bridge, squints into the wet gloom and shouts: "Cazzoff all your lines!"

"All engines back one third."

"One long blast."

"Rudder amidships . . . left ten . . . left full . . . port stop . . . port ahead one third . . . shift your rudder . . . all ahead standard . . . steady on two seven zero . . . take her the rest of the way Joe and if I don't get a cup of coffee in one minute I'm going to bury that goddam mess boy at sea."

And so the PC stands out of the harbor to cover the forming up of the convoy which will come out about noon. Everybody is wet and miserable and cursing the day he ever came aboard — but hardly a man would leave for any other ship in the Navy, such is the perversity of seagoing personnel.

Once clear of submarine and torpedo defenses, the PC joins up with the other escorts to patrol the harbor entrance and search out any submarines which may be lurking there. Forming up is always a source of intense irritation to the officer of the deck, who is two months out of Reserve Midshipman's School and cannot figure why the convoy is not waiting for him, or why he had to get up so early in the morning to do nothing but steam around in circles. Finally, everything is squared away and, with much fluttering of flags and bunting, the initial course and speed are set, the escorts take their stations, and the convoy is off.

Actual convoying is either extremely dull or quite excit-

ing; there is either too much action or none at all. Outside the areas of submarine and aircraft concentration (for which read the story written by any man who has ever been to Murmansk), convoy work is one of the most boring pastimes in the war and the greatest problem is to keep officers and crew alert and ready for the emergency that may come at any minute.

The officer of the deck feels that he has a miserable existence. First, the captain appears on the bridge and tells him he is too close to the convoy, move out another thousand yards. Half an hour later, the captain appears again to tell him he is too far out, move in a thousand yards; and the poor OOD says "Aye aye, *sir*" and wonders why in the name of all that is holy the old man doesn't go below and attend to some of the paper work that has been piling up for the last five months.

As a matter of fact, the captain would like nothing better than to go below but he knows from bitter experience that, as soon as he is comfortably situated and writing a letter to his wife, telling her how everybody misbehaved in port except himself, the Escort Commander will signal for the PC to come alongside and pick up some revised signals. So the skipper goes up on the flying bridge to sun himself and dream of new ways to bedevil the junior officers.

Life is just about the same on all PCs. The officers stand a "watch in three" or "four," depending on the number aboard. When they are not standing watches, they work on the various reports which are supposed to be submitted regularly, sleep, or thumb through the *National Geographic* for August, 1935, looking for candid photographs of life in the South Seas. (A dim view is taken of the up-to-date reading material which finds its way aboard.)

The commanding officer of a PC does not stand a watch if he can help it, unless he is breaking in some junior officer who is not qualified to stand alone. However, he must be ready to take over at any time, make immediate decisions, outguess the other ships and be familiar at all times with the general picture. He usually makes landings, takes the ship out when getting under way, handles her during forming up, dispersal and in close waters, and screams like a banshee if he has to wait more than five minutes for a pilot. Naturally, he takes command whenever there is any action or likelihood of contact with the enemy.

When the commanding officer finds time heavy on his hands, he plans new ways to make the other officers uncomfortable. For instance, he may sneak up early in the morning and shoot half a dozen stars, just so he can give the navigator a bad half hour if the navigator's position doesn't coincide exactly.

The executive officer stands a deck watch. In addition, depending on his experience and the experience of the officers junior to him, he may take care of the navigation, communications, gunnery or stores and supply. He will have at least one and maybe two of these extra jobs.

Many ships have found a practical solution to the navigation problem. (A practical solution is one which somebody else makes.) The officer with the morning watch shoots morning stars and calculates his position when he has been relieved. The same procedure is followed with sun lines during the day and with evening stars. With such a plan, all officers obtain practice in navigation.

A still easier way is to wait until the Convoy Commodore hoists his noon position, at which time the OOD plots it on a chart and enters it in the log.

The communication officer spends much time ashore with a cannon strapped to his side and a mail sack under his arm, drawing confidential publications. At sea, he spends his time correcting the publications; then, when he reaches the next port, he finds that all instructions have been changed. Therefore he burns everything in the safe and starts over again.

Sometimes he has messages to decode but, after two or three sentences, he will declare that the message has been hopelessly garbled in transmission so that decoding is impossible. Stern measures are necessary to make him decode any message received between midnight and breakfast. If he has absolutely nothing else to do, the communication officer hangs out on the signal bridge and pretends he can read blinker better than the signalman on watch.

The officer in charge of stores and supply is the junior officer aboard, because nobody else will have anything to do with the job. He is responsible for all supplies and provisions, including the important matter of food.

Nothing he can do will satisfy everybody. If he serves ham, people complain because they don't get beef. If he stocks up on beef, a hue and cry is raised for more chicken. He can't win.

It is absolutely true that one PC served filet mignon twice a day for two weeks, at the end of which time the crew would have cut each other's throats for salmon.

The gunnery officer has a never-ending task. PCs are always wet and the problem of salt water corrosion of the ordnance equipment is one of the most serious aboard. The forward gun, especially, needs constant attention if it is to be ready for use at a moment's notice.

The chief engineer moves in a world of his own. Although he stands a deck watch, he is seldom seen at other than chow time. He spends his life below, beating his gums because the engines are running either too fast or too slow.

PCs are Diesel-propelled and, because the engines can seldom be maintained according to the schedule in the instruction book, they need constant attention at sea. Small parts have a bad habit of wearing out at the wrong time; the engineer is kept busy, making repairs when necessary, preventing them whenever possible.

(Continued on page 66)

If a man has a gripe, he can walk up to the Exec or the Captain and tell him about it and get the matter decided then and there

Press Association Photo

LSTs on their way to aid in the invasion of Sicily. These huge invasion craft disembark their cargo of tanks on the beach head via great doors which open at their bows. Note the LCTs on deck. Months before, LSTs such as these were being ferried down the Mississippi

OLD MAN RIVER DELIVERS THE GOODS

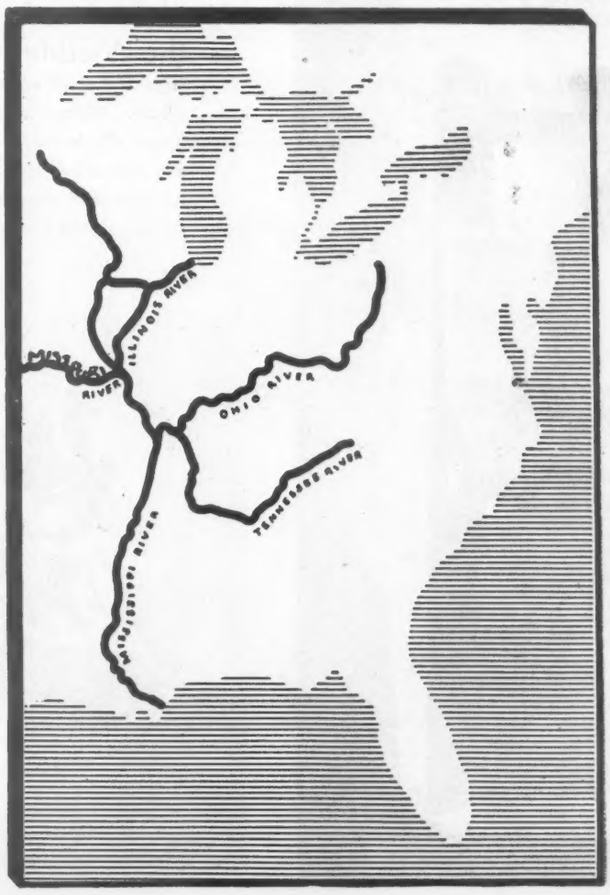
Down the Mississippi, From Countless Inland Shipyards, Comes an Endless Stream of Warcraft Large and Small

By CRITCHELL RIMINGTON

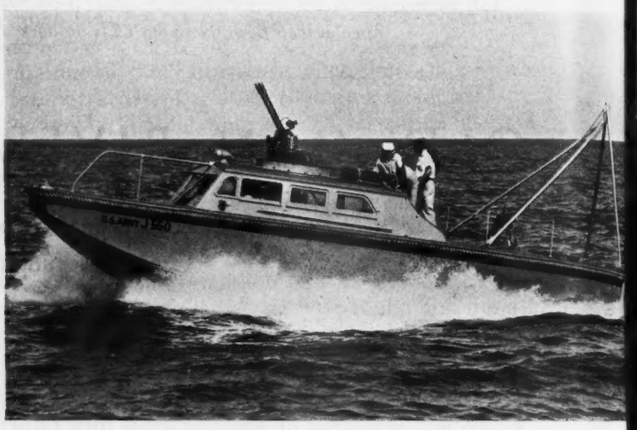
IN THE years before Pearl Harbor, when nautical supremacy was measured in terms of gross tons rather than by 16-inch naval guns, the New Orleans waterfront disclosed as fascinating and as colorful a port as could be found on the seven seas. Perhaps the essence of its appeal was because it was so completely different from the conventional way station for sea-borne traffic. To be sure, the great harbors such as Halifax, Montevideo or Singapore, jam-packed with a kaleidoscopic assortment of tramps, liners and coasters flying the ensigns of the world's maritime nations, were of constant attraction to the ship lover, but they were so large and so impersonal that they lacked that feeling of intimacy which can be found only in a busy river harbor.

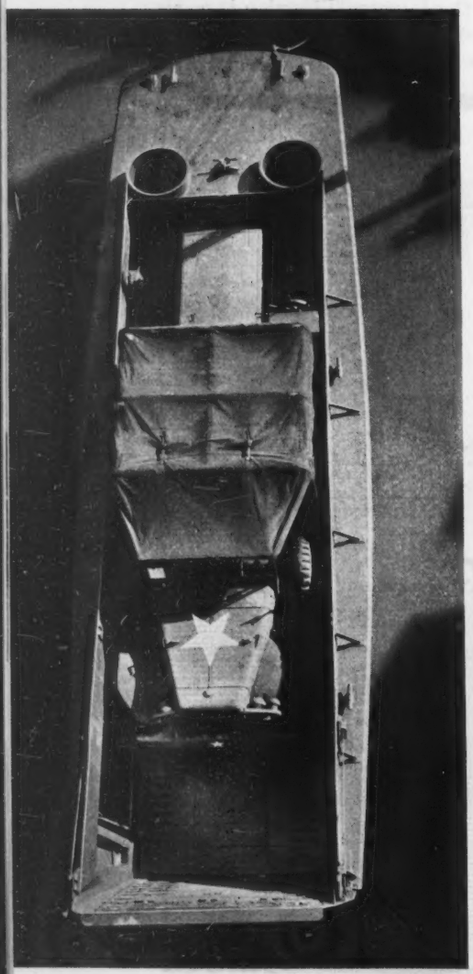
New Orleans, semi-tropical in climate and part French-Spanish in population, has always been one of the nation's great ports, and its unique geographical location has made it the hub of coastwise, ocean and inland traffic from as far away as Java or Marseilles or as close by as Pittsburgh or Dubuque. Hence its fascination to anyone enamoured of ships and shipping. To walk along its docks of a thousand intriguing smells — if one was adept at the fine art of keeping a weather eye peeled for an unsympathetic watchman — was to observe an ever-unfolding panorama of the busy coming and going of ships of every type, size and nationality. Immaculate Dutch tramps, odorous Norwegian whale ships, "Maru" ships flying the flag of Nippon, cotton-laden river packets and self-propelled gas barges from the headwaters of the Ohio were always to be found moored bow and stern in orderly confusion at the point where the Mississippi rushes around the famous crescent-shaped bend.

To see the traffic which flows into the port of New Orleans today is to witness another of the triumphs of American ingenuity and enterprise. To the layman the scene is a conventional one, and the riverfront may appear no different than it did a few years back. There are the same ships, the



Down these great inland waterways thousands of war vessels are ferried to tidewater. Drawing courtesy of TVA





From New Orleans to the New Hebrides, from Manitowoc to the Mediterranean

. . . go the warcraft large and small which have been built in countless Middle Western and Southern shipyards. Invasion barges, PTs, landing craft, mine sweepers, escort vessels and even submarines have entered combat zones via the long and unorthodox delivery route down the Mississippi and its many tributaries to tidewater.

Upper left, 36' Eureka landing craft of the British type at one of the fitting out basins of Higgins Industries. Center left, one of the same firm's torpedo boats on a trial run. Lower left, where inches count, a vehicle landing craft. Right, landing craft are given a final check at this New Orleans fitting out basin. Center right, one of the Higgins-built aircraft rescue vessels for the Army. Lower right, a husky LCT, built on the Great Lakes, unloads her cargo of tanks during a practice beachhead landing.

same river packets, and they appear identical to a few years ago but for the fact that now the color scheme of ocean going vessels is a rust-streaked gray rather than black or white. Across the river at Algiers, now the location of a great naval base, warships both great and small are fitting out, being repaired or getting up steam. But sharp eyes and close attention to the river traffic will reveal the all-important change that the last two years has brought about.

Stand on the levee at the foot of Canal Street and watch the parade of passing ships. Downstream, coming up the river from around the bend, is a heavy laden tanker in from the Dutch West Indies. Close astern of her is a camouflaged Army transport, festooned with a bewildering assortment of life rafts and personnel boats. Looking upstream, a big river towboat comes into sight, pushing a staggering "tow" of heavily laden barges. Behind her, just coming into view, is a small stern wheeler, with a spume of fine spray rising out over her thrashing paddle wheel. But what's that in the distance, also coming down the river? She's big, gray and difficult to identify. The small Coast Guard picket boat out ahead makes her appear box-like and cumbersome. As she comes closer and then swings across the river for the Navy base, her identity is suddenly revealed. She is an LST, one of the big, 300-foot ocean-going invasion barges which was built somewhere on the banks of the Ohio, over a thousand miles up river, and she is now on the last stage of her long passage to tidewater under the protective custody of the Coast Guard.

What is the significance of this fleeting glimpse of but one of the hundreds of warcraft which each day are adding to Allied naval might? Simply this: New Orleans is now the port where naval vessels not only come up the river from the sea, but *down the river* from those hundreds of inland shipyards scattered along the Great Lakes, the Mississippi and its many tributaries which are building warcraft of every kind in ever-increasing numbers.

Submarine chasers, escort vessels, Coast Guard cutters, invasion barges and even submarines are among these vessels of inland construction which the Navy has affectionately dubbed the "catfish fleet." It has not been easy to bring about this shipbuilding miracle. It has necessitated new techniques in shipbuilding, new tricks in river piloting and transport, of keeping the river channels free of ice during those winter months when navigation was heretofore impossible and of training a specialized corps of ferry crews who have become experts in piloting war vessels over courses and through locks designed for tow boats and river packets. But, most significant of all, it has proven that prairie schooners are not the only kind of vessels which can be produced by the artisans of the Middle West!

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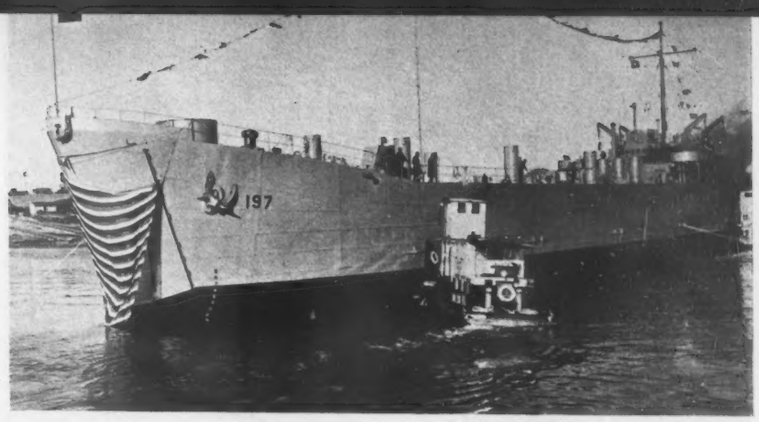
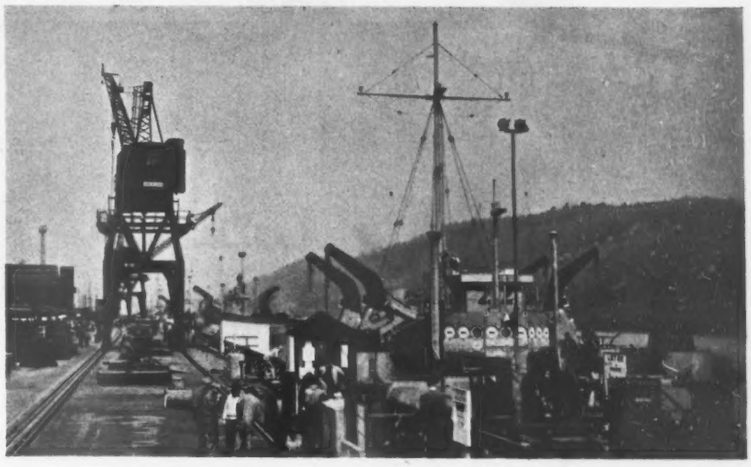
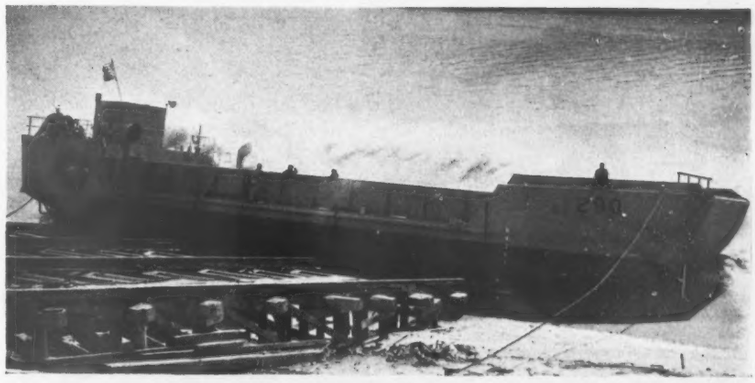
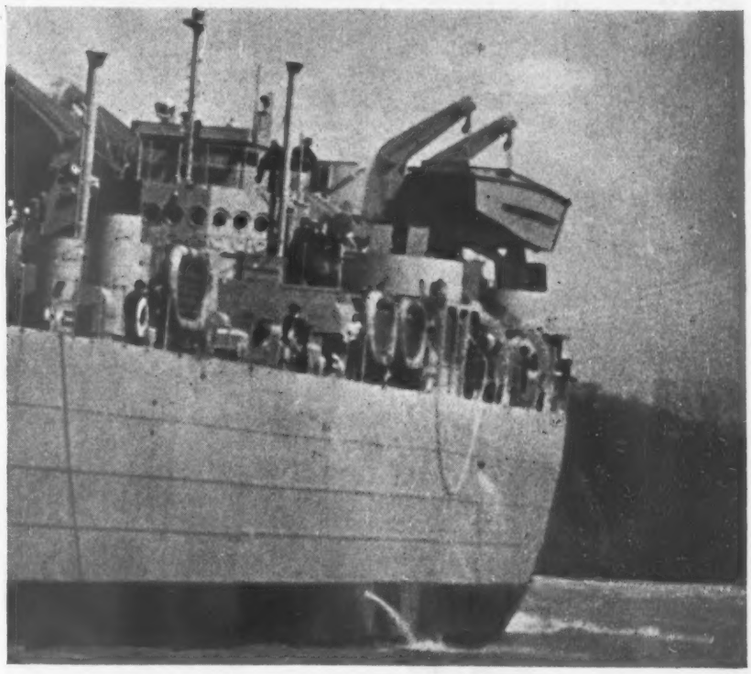
It is really astonishing when one stops to think that these vessels which each day arrive at the Algiers Naval Station at New Orleans have come from as far away as Omaha, Neb., Manitowoc, Wis., Pittsburgh, Pa., Bay City, Mich., Blair, Neb., Nashville, Tenn., or St. Paul, Minn. And it is not unnatural, therefore, that one should ask why such seagoing vessels should be built inland rather than in the many yards which are scattered along the nation's long coastline.

The explanation is quite a simple one. Most of the vessels which are constructed inland are relatively small as naval

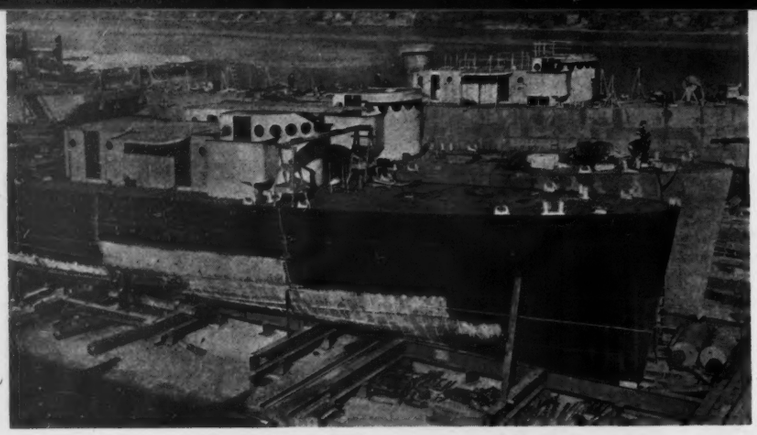


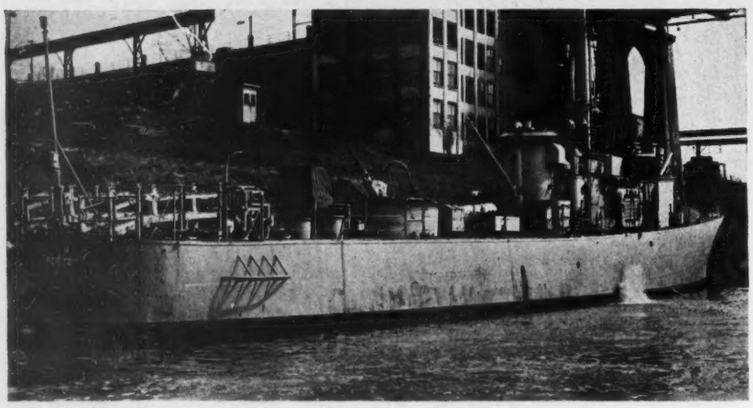


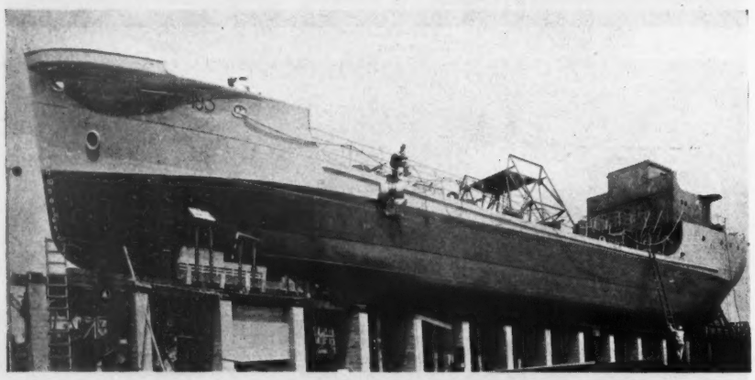


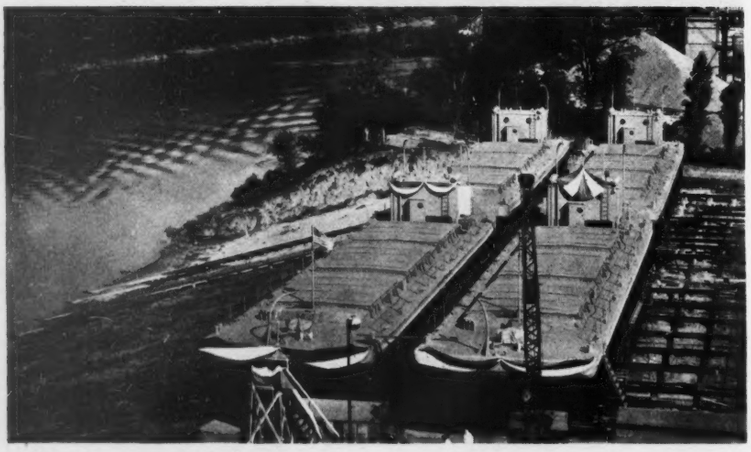


Top, "LST 197," shortly after her launching at Seneca, Ill. Top center, Dravo's busy fitting out dock at Pittsburgh. Here LSTs are completed for their long passage to New Orleans. Bottom center, an LCT slides down the ways at the yard of the Darby Corporation, Kansas City, Mo. Bottom, a personnel-carrying landing boat hangs from the davits of this Dravo-built LST.









craft go. With the exception of the huge fleet type submarines which are being built on the Lakes at Manitowoc, none are much more than 300 feet in length and all are propelled by internal combustion engines. Since a majority of such engines are built in the Middle West, it was only sensible to construct the hulls in the same area. There were, in addition, two or three other essential factors to be considered. The Great Lakes ports were dotted with small yards which in the last twenty years had built up an enviable reputation for building wooden yachts; other lake yards had been constructing lake steamers of various sizes and types for generations back; and countless river yards had a well-rounded experience in building both wood and steel barges and towboats. An equally important consideration was that coastal yards were already working at capacity and were incapable of putting a heavier load on their already overtaxed production schedule. But most interesting of all is the fact that certain inland yards, which are now turning out LSTs with clocklike precision, started from scratch; they had built bridges or prefabricated steel constructional sections, but they didn't know a bow section from a bulkhead. But they were also enlisted by the Navy along with the rest, and the work they are doing compares favorably with seasoned deep water shipyards.

Before examining this construction miracle which has been achieved within the last two years, it is important to consider the geographical relationship of the various inland waterways to the nearest tidewater. Apart from the Great Lakes, the principal river yards are located on the Mississippi and three of its principal tributaries: the Ohio and the Cumberland, which wriggle their way from the east, and the Missouri, which flows through Kansas City from its headwaters in the west. Generally speaking, these streams flow freely twelve months of the year, and it is but rarely that ice is a serious navigational hazard except on the Mississippi above St. Louis. From the Great Lakes, there are three routes to the sea: *via* the St. Lawrence, *via* the New York State Barge Canal System, and down the Chicago Drainage Canal to the Illinois and thence into the Mississippi above St. Louis.

The St. Lawrence route is complicated by the fact that it includes one short lock of 250 feet and, due to winter icing, it is the first route to close and the last to open. The New York State Barge Canal is the ideal route for ships built in the eastern Lakes, but it also is closed during the winter months. As a result, it soon became apparent that the Mississippi offered the one practical means of guaranteeing a twelve-months-a-year method of delivery to tidewater, and it is probably this fact which greatly influenced the Navy Department in initiating the present vast central states warcraft building program.

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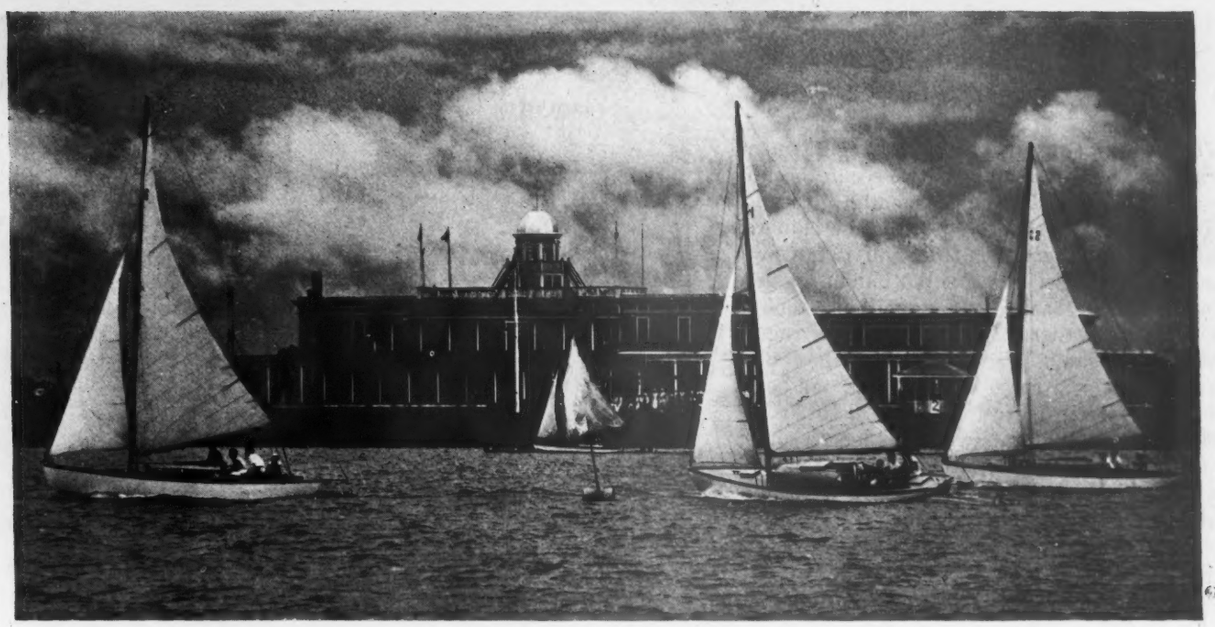
A majority of the Great Lakes yards are builders in wood, and it is from them that there has come an impressive proportion of the 110′ SCs. Building schedules were so arranged that most of these vessels were delivered *via* the Barge Canal and down the Hudson to New York. But there are also many builders of steel vessels in the same vicinity, and these later vessels are properly a part of the "catfish fleet"

(Continued on page 88)

Top, 173′ PCs nearing completion at Dravo's Pittsburgh yard. Top center, "PC 622," built on the Cumberland River by the Nashville Bridge Co. Center, an Equitable-built 162′ tanker for the Army's Quartermaster Corps. Bottom center, gay with bunting, barges for the Army ready for sidewise launching at the Nashville Bridge Co. Bottom, the Coast Guard cutter "Cosmos," built by the Dubuque Boat & Boiler Works, Dubuque, Iowa.



The small and ever-popular Gulf One-Design Sloops rounding a mark off the Southern Yacht Club clubhouse

THE SOUTHERN YACHT CLUB

Founded Ninety-four Years Ago, the Second Oldest Yacht Club in the Nation Continues to be a Guiding Influence to All Gulf Yachtsmen

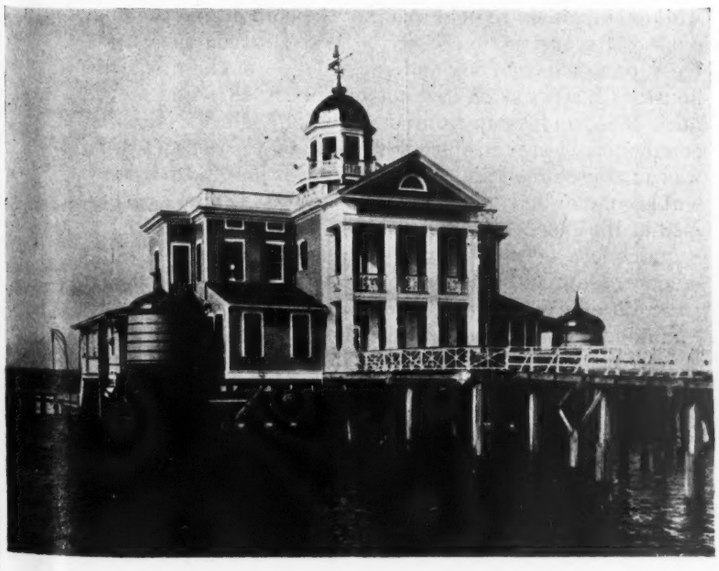
By VAL J. FLANAGAN

ORGANIZED in 1849, two years before the schooner *America* made yachting history, the Southern Yacht Club of New Orleans, La., is today 94 years of age and the second oldest yacht club in the United States, the oldest being the New York Yacht Club, organized 99 years ago.

It has lived on continuously through wars and civil strife, panics and depressions. It has seen boat types come and go. It has watched green sailors develop into expert skippers, some of whom have won both national and international acclaim. It has witnessed the yachts of its members finish first in important regattas and race series. It has played a leading part in the development of yachting on the Gulf of Mexico. It has noted the transition of the sport of racing sailing vessels from one in which only those richly endowed in worldly goods could participate into a democratic form of recreation enjoyed by rich and poor alike. From the outset, the S.Y.C. has been the meeting place of eager sportsmen. Never a year passes without a long distance race over open salt water. Never a season passes without four or five regattas for all types of craft, and during the summer season there is never a week-end without half a dozen scheduled contests for various classes.

The Southern Yacht Club came into existence on July 21st, 1849. Into the lamp-lighted dining room of the old Montgomery Hotel at Pass Christian, Miss., there gathered that night a group of enthusiastic men from New Orleans and other Gulf Coast towns to celebrate the victory and drown the sorrows of defeat that occurred that day in a much-talked-about race sailed in heavy winds and high seas. A bountiful repast was served. Champagne corks popped. There was merry banter and singing. Good fellowship prevailed. Later in the evening, it is supposed, James W. Behan of New Orleans, who was to become a high officer in the Confederacy, rapped for order and addressed the gathering.

"The time has come to organize a yacht club," he solemnly told them. The proposal met with instant and enthusiastic response. Organization details were quickly drawn up and an election of officers held. Behan was elected president, with W. L. Balfour, of Mississippi City, Thomas Byrne, of Biloxi, Joseph Campbell, of Pascagoula, and George Urquhart, of Bay St. Louis, as vice presidents. J. O. Nixon, of New Orelans, was the first secretary-treasurer. The name Southern was chosen because the club claimed members from a wide territory and a great number of cities. The minutes of the first meeting show that the club was organized: "to improve the construction and speed of its



The S.Y.C. as it appeared prior to reconstruction. It was then set on piles and was reached by a wooden causeway

yachts; to promote good feeling among the members by a friendly rivalry; and to secure healthy amusement during the summer months."

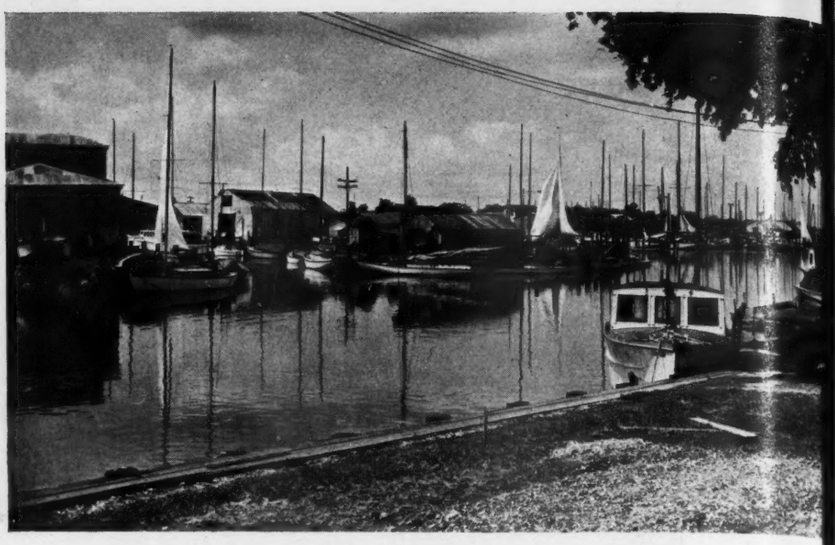
The first regatta sponsored by the new club was held Monday, August 6th, 1849, off Pass Christian. All boats raced together but handicaps were awarded on the basis of 45 seconds per foot of keel length. Another regatta was sailed on August 20th of the same year. This time the boats were divided into three classes: first, for boats over 26 feet on the keel; second, 20 to 26 feet keel, and third, for boats with keel length under 20 feet. For the final regatta of 1849, the club put up a gold challenge cup. There were four contestants: A. S. Saunders' *Undine*, Thomas Byrne's *Coralie*, J. A. Ameling's *Picayune* and J. G. Robinson's *Pilgrim*. The race was sailed September 17th, and *Pilgrim* was the winner by a wide margin.

This same gold cup is still raced for annually and occupies a prominent place in the club's trophy case. There is quite a bit of history connected with it. During the War between the States it was lost. Everyone thought they had seen the last of it. Years and years passed until one day, about forty years ago, a yachtsman, browsing around among the musty articles of a pawnshop, found this treasured trophy. He redeemed it and returned it to the club.

The first long distance race ever sponsored by the S.Y.C. was sailed July 4th, 1850, from West End to Pass Christian, Miss., a distance of about 55 miles. There were a dozen or more entries and they sailed the course in 12 hours. This race opened the yachting season of 1850.

A number of regattas were held in Pass Christian that summer and several succeeding summers. On August 11th, 1856, the old minutes book shows a regatta was forced to be postponed for want of stake boats. It appears that all the craft previously used for turning buoys were out fishing. The first regatta conducted by the Southern Yacht Club in New Orleans was held Monday, September 21st, 1857, at Milneburg, then a popular lakefront resort. The following year the club staged its annual regatta on July 26th at West End, where a clubhouse has been maintained since then.

During its long life, the Southern Yacht Club has had three clubhouses. The first was destroyed by the hurricane of 1893 and was replaced the following summer. In 1914, the present home was built, additions being constructed in 1921. It is a sprawling structure with a colonnaded façade and has commodious dormitories and locker rooms, wide, cool verandas, café and restaurant and one of the largest dance floors in the South. Originally, it was built on piles over the waters of Lake Pontchartrain at the end of a broad, double-road causeway. When the city of New Orleans sponsored the construction of a $1,000,000 public yacht harbor to the west of the S.Y.C. clubhouse, sand was pumped in under the building and it now sits on terra firma. The club's own yacht basin, or "Pen," as it is called, is situated several hundred yards to the rear of the club and is approached from the lake through the New Basin Canal. It is highly probable that in the near future the S.Y.C. fleet will be moved to that portion of the public harbor adjoining its clubhouse and the present anchorage filled in and transformed into an addition to beautiful West End park.



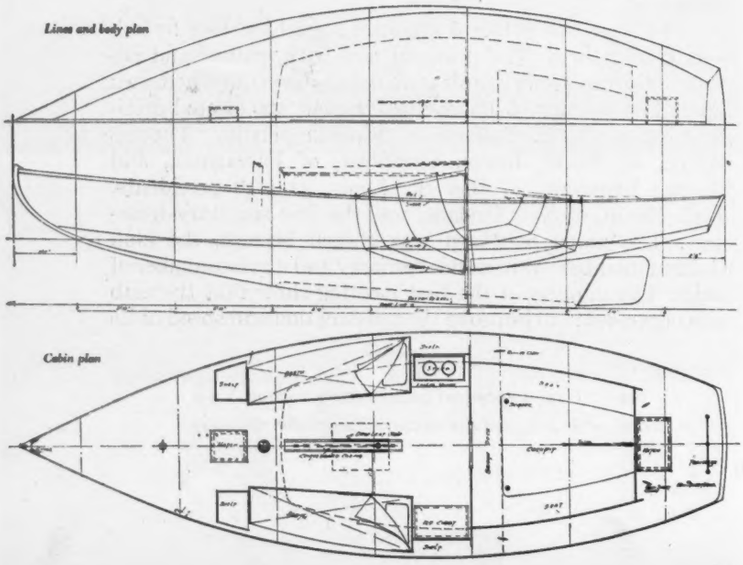
The Club's "Pen," which is located behind the clubhouse, provides an ideal basin which offers every nautical convenience

The Gold Cup, one of America's oldest yachting trophies

Thirty-two commodores have been in command of the S.Y.C. since its organization. Many of these men have carved their names deeply into the history of Southern yachting. One of them was Emile J. O'Brien. He is still recognized today as one of the fathers of yachting in Dixie. It was he who worked untiringly to hold together the club during the busy days of Reconstruction after the War between the States. He supervised financing and construction of the first clubhouse. O'Brien was elected commodore in 1878 and served until 1881, and again from 1884 to 1887. He was the first commodore elected to office at two different periods. O'Brien was an able skipper and piloted his good ship *Zoe* to innumerable conquests. It was aboard his sloop that many yachtsmen of the 1880's and 1890's learned the ropes of sailing.

Judge Lawrence O'Donnell was another hard-sailing commodore. He himself designed his *Lady Sarah* and *Florence* and won many races with them. Albert Baldwin served as commodore for the longest period of any flag officer — ten years, from 1899 to 1909. He was a leader in pioneering power boats and owned a large, seagoing steam yacht, *Semper Idem*.

(Continued on page 78)



The Gulf One-Design Sloops, adopted as a class in 1936, were designed by John O. Prados. Dimensions are: l.o.a. 27' 9"; l.w.l. 23' 9"; beam 8' 10"; draft, without board, 2' 6"; sail area, 372 sq. ft.

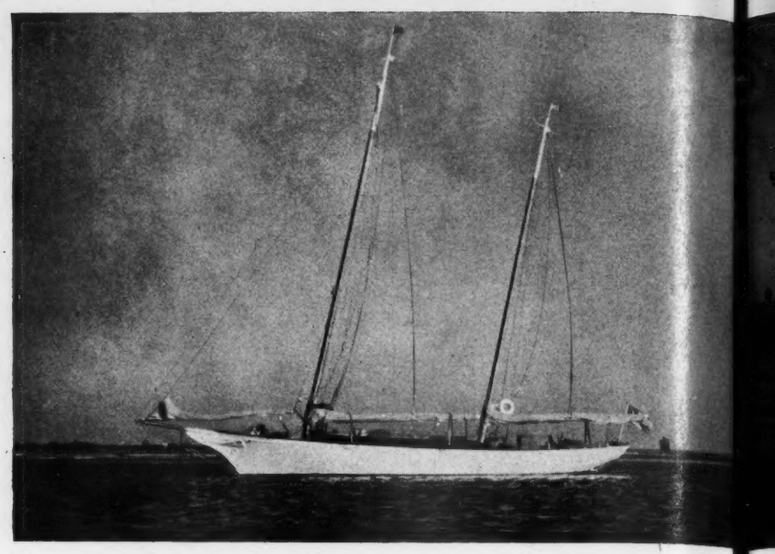
Chester L. Boynton photo

A couple of the handsome yawls built for the Naval Academy at Annapolis by Henry R. Hinckley, of Southwest Harbor, Maine, from designs by Luders

"BOUNTY" GOES TO WORK

A Former "Lady of Leisure" Makes Her First Trip as a Work Boat

By JOHN WARD COOK



The bugeye "Bounty" at anchor in a Chesapeake harbor

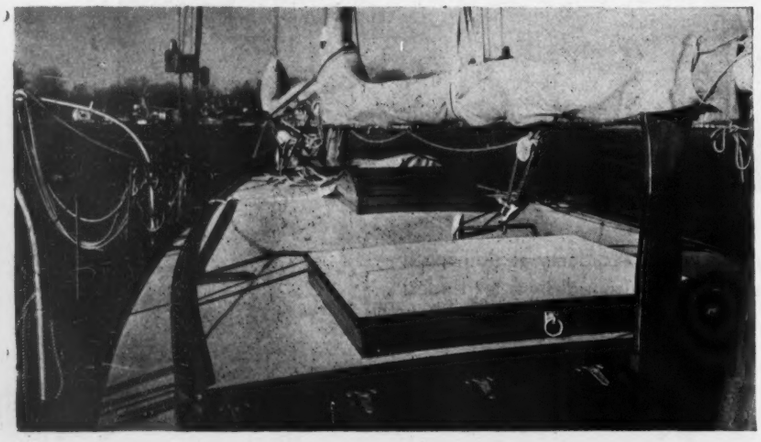
THE Annapolis radio towers slowly dropped astern and *Bounty* made her way up the Bay, heeling to a fresh northeast breeze. It was a beautiful fall day on the Chesapeake, a brilliant sky and sunshine with just enough warmth seemed to contradict the slowly dipping barometer, a portent of what the elements had in store for us. To all appearances, this might have been another pleasure cruise but *Bounty* meant business this time; she was on her way to get her first cargo, a load of fuel oil.

Designed by Rhodes as a 60-foot bugeye yacht and built by Davis at Solomons, Maryland, in 1929, *Bounty* had sown her salty oats as a "lady of leisure" and was now ready to join the working bugeyes and buckle down to business in a day when land transportation was beginning to feel the acute pinch of rubber and gas shortages.

Above decks, *Bounty* lacked only one of the outstanding features of the typical working bugeye, the "patent stern," a sort of piazza built out over the narrow stern to give added deck space aft. Otherwise, she had the familiar characteristics of the rig: raked masts, clipper bow, generous beam, and shallow draft, with centerboard, for the shoal waters of the Chesapeake.

Her conversion from yacht to freighter, done at Ralph Wiley's yard at Oxford, entailed only two major changes; the addition of a sizable cargo hatch in the after end of the cabin roof, and the substitution of demountable bunks for the two permanent ones in the main cabin. The cargo space which she now offered was large enough for fifteen tons of grain; the living quarters forward, with four bunks, remained unchanged.

Bounty, being 27 tons gross, was already documented and, since she was now to be used solely in freighting supplies and produce for the owner's farm, not "carrying freight or passengers for hire," we required neither a certificate of inspection nor a licensed operator. For a crew, we planned ultimately to use one or two of the farm hands. Fortunately, even the farmers on the Eastern Shore know their way around the water and many of them manage an oyster boat as expertly as they do a tractor.



To give access to the hold, a sizable cargo hatch was built in the after part of the cabin top

The owner, George Olds, of Easton, and the skipper, your correspondent, were now under way, headed for Baltimore where 15 50-gallon drums of fuel oil awaited us. Friends had been inclined to smile knowingly when we referred to *Bounty* as a "freighter." There was no doubt about it, she was a handsome work boat; with white topsides and gleaming mahogany trim, she still held her graceful clipper bow high in any company of yachts. But the scene below decks bore little resemblance to former days; the after bunks were out and two-inch planks were spaced across the deck to distribute the weight of the 400-pound drums.

Reluctantly starting the motor, we doused sail and headed up Baltimore Channel, anxious to choose our anchorage before dark. After the hook was down, we glanced around at our neighbors, two large freighters astern and a Danish square-rigger off to starboard. They seemed to be looking down with calm disdain at this tiny upstart which had left the realm of yacht clubs to enter their domain, much as a few sturdy truck horses might regard a well-groomed pony.

By nine o'clock next morning we were tied up at the refinery dock and loading commenced, six of the workmen assisting. We used the fore boom for a cargo boom; not trusting the load to the topping lift, we substituted the halliard, securing the lower block to the end of the boom. A block and tackle, fastened to the boom, lifted the drums so that they swung directly over the hatch. Another tackle, between the end of the boom and a pile ashore, guided the hoist laterally. The job finished, we found that at least ten more drums could have been taken aboard.

One of the men helping us was a self-styled "pump specialist" so we recruited his aid in solving the mystery of a cranky bilge pump which had baffled and exhausted several of us in our efforts to get it started.

We sadly noted the unsightly black band of oil which had formed on *Bounty's* topsides, just above the boot-top. One of the men commented: "I don't know whether you'd call her a yachty looking work boat or a hard-working yacht."

The "crew" for the inaugural trip, Walter Wilkinson, of Baltimore, and Joe Davidson, of New York, later came aboard and, when the pump trouble was finally diagnosed as a faulty check valve in the bilge line, we were all set to go. The morning had been cloudy with a freshening southwest wind and the afternoon brought a fine, driving rain with the glass holding a slow but steady course downward. We stood out from Baltimore Harbor, not at all regretfully; it was a dismal scene, low clouds, factory smoke and rain coated the decks with a sooty deposit. By one o'clock, well out in the channel, we made sail and cut the motor.

Though carrying cargo, she still held her graceful clipper bow high in any company of yachts

Unable to make the farm by daylight, owing to our late start, we put in to Annapolis, since the night promised to bring dirtier weather. After the hook was down, sails furled, and the deck shipshape, our hungry sailors ducked below and invaded the galley.

Before we bunked in that night we had cause for some concern over the barometer, which was nearing the lowest point of the season. As though in response, the southwest wind was increasing steadily.

By morning, there were sizable seas breaking on the sheltering bar outside the harbor. It was nothing which *Bounty* couldn't take in her stride, however, and we started the motor, weighed anchor, and left the harbor under power, with an apprehensive glance at the storm signals flying above one of the Academy buildings. It was still cloudy but there was no rain and the wind was warm.

Ahead of us lay the long, narrow triangle of Kent Island. Our shortest course for home was around Bloody Point, the southern tip of the island, but that course was also close to the wind. Rather than push through under power and bounce the cargo around unnecessarily, we got sail on and made a broad reach for Love Point, at the northern end of the island. It was a brisk sail; under jib and main *Bounty* heeled only as much as was seemly for a respectable cargo ship and the water boiled as it slipped past her hull.

Rounding Love Point, we sailed close-hauled under the lee of the island to Kent Narrows, where we lowered sail and started the motor. Slowly and cautiously we felt our way through the devious channel, the skipper on the bowsprit busy with the lead line. Entering Eastern Bay, in plenty of water again, we relaxed with a sigh of relief. This relief was short-lived, however. We were scarcely clear of the channel when the wind abruptly dropped. The storm center had overtaken us and the worst was yet to come. It was then that we saw the storm clouds rapidly coming up astern; it looked as though a line of dense, black cumulus clouds had dropped from the cirrus ceiling and gone berserk. They tore past, overhead, and within a few seconds the temperature dropped at least fifteen degrees. It was as though we had suddenly entered a refrigerated zone.

During this interval, we had been busy securing everything on deck and double-stopping the furled sails. There was nothing to do now but wait, and we watched, fascinated, as the wind bore down on us, coming now from the northwest. A mile or so off to starboard, it was marked by a sharp line, the sea green on one side and white on the other as the water was lashed out into sheets of spray. When it hit, we hung on and anxiously watched *Bounty's* behavior. She heeled at the impact but kept plowing steadily on, her motor running like clockwork. The sailing purist may rant about the evils of motoring on the water but there are times when the most zealous sailor bows humbly before the gods of the machine age.

As though the wind weren't enough, we were soon shut in by rain and stinging hail, which cut our visibility. Losing our landmarks and uncertain of our leeway with a quartering wind, we felt growing concern for our course, having noted on the chart the hungry fingers of shoals which reached out into this narrow section of Eastern Bay.

Later, the northwest wind, which had first flattened out the water, began piling up a steep chop. As the first of the large seas overtook us, *Bounty's* stern bucked high in the air and then plunged as its foam-crested top rode past. On deck, we looked at each other anxiously as one question rose in each mind: "Will the cargo stay put?" The thought of those 400-pound drums taking charge below was a nightmare. When the next big one caught us, a few worried pairs of eyes, watching through the companionway, saw one drum tilt a few inches and then settle back, with maddening deliberation. We hurried below and feverishly ransacked the boat for anything with which to shore up the cargo. Some short planks, the companionway ladder, and the galley stool were braced against the drums; we noted, with great relief, that our emergency measures had done the trick and the cargo remained in place.

Back on deck, we strained our eyes to catch a glimpse of Tilghman's Point. A while later, its blurred shape appeared on the starboard bow and we gratefully made for its small cove, deciding to take shelter there rather than risk the narrow entrance to the Wye River. The tiny harbor was a refreshing contrast to our recent rough going but the lashing tree tops on shore showed that the blow had not abated. We anchored and went below, willingly giving in to the lethargy which overcame us, following the release of tension.

The wind and sea had quieted somewhat during the night and Monday dawned, a brilliantly clear, sunny day, with a stiff, cold, northwest breeze blowing. We made the short run across to the Wye River under power, with reefed foresail set to steady the boat. As *Bounty* made her way steadily up the narrow river, each bend unfolded a new picture of gently sloping farmlands and trees freshly tipped with autumn colors. We brought her slowly in to the dock and made the mooring lines fast. In a short time, four farm hands came down and the unloading went without a hitch. The fifteen drums, when lined up along the dock, looked even more impressive than they had at the refinery.

Her cargo discharged, *Bounty* now seemed to settle down in familiar, peaceful surroundings to await her next job.

When stacked on the dock at the end of the trip, the oil drums looked more impressive than they had at the refinery

A THREE-MEAL-A-DAY BOAT

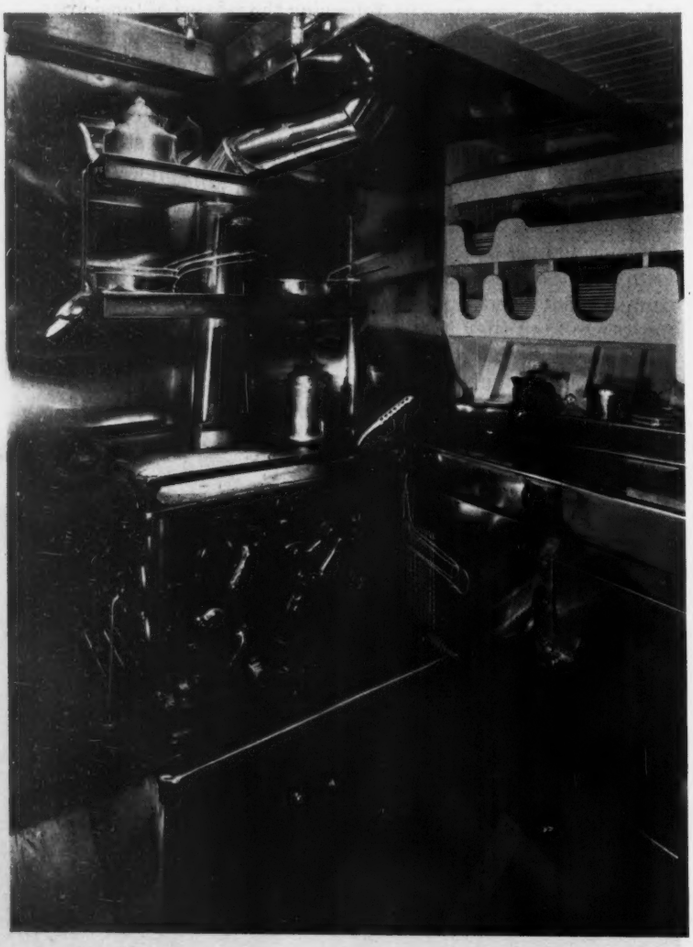
With Canned Goods Out for the Duration, a Skipper Now Has the Perfect Excuse for Turning Over a New Gastronomical Leaf

By WILLIAM B. LAUB

LAST summer, I rounded to in Port Jefferson, Long Island, and dropped anchor after having scudded from some ten miles west of Old Field Point, carrying mizzen and staysail before a whistling squall. From the time we passed in through the jetties, the galley was alive with activity. Finally, snugged down for the night, I went below. The table was set, with tomato juice cocktail waiting. Then there was fried chicken, buttered rice and corn on the cob. A wooden salad bowl holding the faintest flavor of garlic in the wood was laden with crisp lettuce, sliced tomatoes and cucumbers topped with an oily French dressing. Then came sliced, fresh peaches with cream, and black coffee. That, my hearties, is food! Such fare is regularly served up on board this 42-foot yawl equipped with a two-burner Primus. It is noteworthy only because too many people do not live this way on their boats.

Perhaps cruising will be out for the duration in a few localities and in some inland waters yachtsmen are restricted to boundaries which preclude long voyages in sail, while gasoline rationing will forbid long trips under power. Yet many people will still be able to cruise for recreation. So perhaps the subject of food afloat ought to have a little more attention.

Obviously, food rationing for seagoing civilians introduces a few problems this season, especially for good cooks. But these problems are not going to keep everybody beached for the duration. Even the man in a gasoline shortage area is likely to be afloat and using the boat as a delightful place for a day or a week-end on the water, though the mooring is never dropped. With friends invited to spend a few days aboard, you'll have to tell them what to bring in the way of food this year. Now the order of the day is: "You bring a half-pound of butter, a quarter-pound of bacon and some hamburger; I'll do the same." The long cruise has developed into a tough problem for the windjammers, but where there's a will there's a solution. You'll need more canned food than I should ever take aboard normally and, of course, this is a matter of saving "points" a few weeks in advance when your cruise is a family affair.



Much of the pleasure of a cruise begins in the galley. From a photograph by Morris Rosenfeld

While the war goes on, and perhaps even for a while after the war, it may not always be possible to obtain foods ordinarily available. The amateur steward will have to be resourceful in provisioning his ship, the amateur cook will have to know more about cookery than ever before. The can opener may even become useless. Today, the meat problem is most likely to be the chief headache.

The only solution, if your family is not cruising with you, is advance preparation in obtaining ration books from all members of your crew. This will be no problem for the bachelor members but the man who leaves his family to ship with you for two weeks is going to hear a howl from the wife at losing the best "points" she has.

When you buy such meats as are available and economical in point value, cook them before embarking so that they will keep longer. It is a rare boat that has refrigeration enough to keep meat fresh indefinitely. Hams, legs of lamb and the cheaper cuts of beef can be carried aboard cooked and kept in good condition much longer than raw meat if an efficient ice box is kept well iced. Corned beef, if it can be obtained, is easily kept. When chopped fine with an equal amount of diced, cold boiled potatoes, grated onion, raw egg and a little evaporated milk you have a noble hash you can trust. Brown it in a frying pan, using butter — if you can spare it. Poultry is likely to be more plentiful in rural localities than meats, so don't overlook fricassee chicken if you can't get a young, tender bird for frying. This is merely a simmering, or slow boiling, operation with a little rice and a dash of onion, until the cut-up chicken is tender. But, whatever you are able to do afloat, there never was a time when a good galley, expert management and genius with food has been so important.

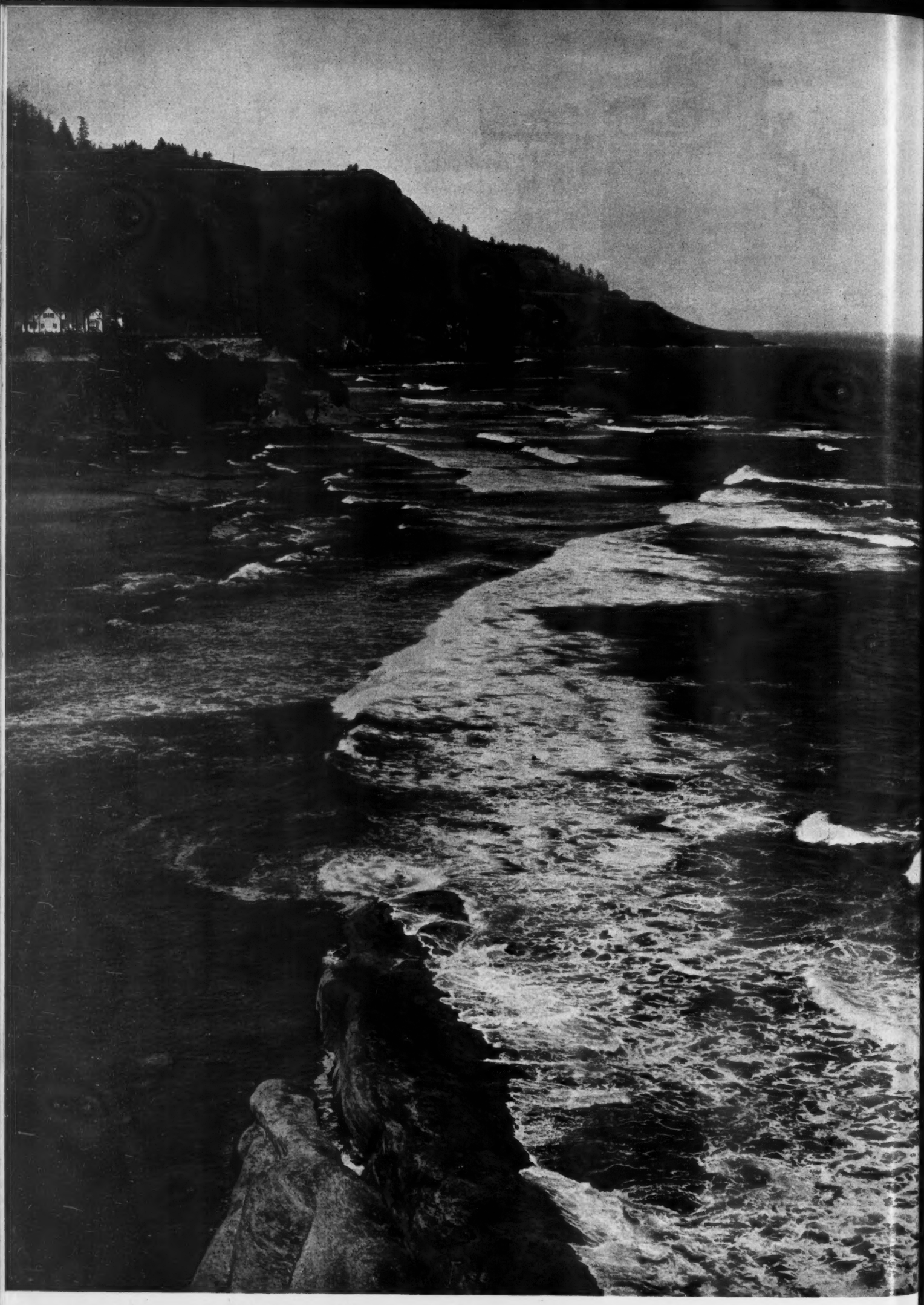
Therefore, for the benefit of anyone who hasn't done a great deal of cruising, or finds himself afloat without an experienced hand in the galley, I recommend that you have thought for food. Make up your mind, when conditions permit, to live as well aboard ship as you do at home. It doesn't take much time or effort. It requires, of course, some knowledge of cooking and, particularly, good planning. As an example of good planning and management in anticipation of more difficult conditions than when cruising from

(Continued on page 84)

THEY BREAK THE RULES

The officers and men of the various amphibious forces have orders to violate all the rules of good seamanship, and therefore they have to be the very best possible seamen. The captain of each amphibious craft, however large or small, has one primary mission: to beach his vessel and discharge his cargo. His secondary objective is to withdraw successfully so that she can be used again, or so she can stand by to evacuate personnel and equipment. To accomplish this, the commanding officer has to go counter to a basic doctrine of sound seamanship: he must deliberately run his vessel aground, and so firmly that she will stay there long enough for him to disembark his load.

Top, an LCI (Landing Craft, Infantry) hits the beach. Official U. S. Navy Photo. At right, an amphibious truck, known as a "Duck," makes a spectacular "landfall." Official U. S. Coast Guard Photos. Bottom, left, a Japanese landing barge abandoned on Attu has many of the characteristics of a sampan. Note the oddly designed bow. Official U. S. Navy Photo.



AUGUST, 1943

THE VOYAGE OF THE "TONQUIN"

Part II — From the Falklands to the Columbia River

By MARGARET WALLACE

Hawaiian natives diving for a couple of composition sheaves which had dropped from the cathead

THE lack of peace which formerly reigned aboard the *Tonquin* was nothing to the concentrated bitterness which set in as the ship neared Cape Horn. Most of the earlier feuds and squabbles were forgotten in a real cause of grievance. Nothing could persuade the eight men who had rowed for hours in the effort to overtake their departing ship that Captain Thorn had not really intended to abandon them to an unpleasant death on the barren West Falkland.

They considered that they owed their lives to Robert Stuart, whose gentle and peaceable Uncle David was one of the men left behind on the island. When young Stuart realized that the ship was under full sail and standing out to sea before a fair breeze, he drew his pistol and swore to blow out Captain Thorn's brains unless he hove to and gave the boat a chance to come up. Even so, it is not clear that Stuart's threat actually moved the captain. It happened that the wind at that moment suddenly hauled ahead. The ship lost way and was obliged to wear around. The exhausted and frightened men, who had been rowing and bailing for their lives in the rough sea, finally pulled alongside and were taken aboard.

Gabriel Franchere, who was a clear-headed and temperate young man, had often thought the passengers at fault in their differences with the captain. This time he felt that "nothing could excuse the cruelty and barbarity of which he was guilty in intending to leave us upon the barren rocks of the Falkland Isles."

Later apologists for Jonathan Thorn, including Washington Irving, have thought that he proposed merely to give the passengers a bad fright and would have taken them aboard when he felt they had learned their lesson. Strangely enough, Thorn himself, in a letter quoted by Washington Irving, asserted that this was not the case. "Had the wind not hauled ahead soon after leaving the harbor's mouth," Thorn wrote to Mr. Astor, "I should positively have left them; and, indeed, I cannot but think it an unfortunate circumstance for you that it so happened, for the first loss in this instance would, in my opinion, have proved the best, as they seem to have no idea of the value of property."

It is possible that he meant exactly what he said. The fact seems to be that Captain Thorn was working himself into a dangerously unbalanced state of mind — a state of mind which would go far toward accounting for the final disaster.

The passengers now kept to their own half of the quarterdeck and Thorn to his, both sides maintaining an icy silence. Passing each other during promenades on deck, they exchanged nothing but glares. Among themselves, and with those of the clerks who understood it, the partners took to speaking Gaelic. The custom spread to the forecastle, where the Canadians cracked jokes and sang ribald songs in a French equally unintelligible. All this fed the captain's smoldering fury and caused him to write to Mr. Astor that he suspected the existence of "a foul conspiracy."

The ship left the Falklands on December 11th and that night ran into a gale. Two sails were blown out and the *Tonquin* was forced to lie to under a storm staysail for six hours. A few days later, the rugged outlines of Staten Land were sighted, the higher peaks capped with snow. On December 19th, the young men had an exciting but uncomfortably close view of the forbidding rocks of Cape Horn. With the help of a land breeze, they succeeded in gaining an offing. They measured the velocity of the current here and estimated that it was setting east about three miles an hour.

In the vicinity of the Cape they met the usual adverse winds and were forced to beat, being carried south as far as latitude 58° 16′. The sky was generally foggy and overcast but it was light enough to read on deck at any hour of the night. The weather was raw and cold, with frequent showers of hail and snow, but they saw no ice. Flocks of snowbirds and Cape pigeons flew around the ship. On the 24th of December the wind shifted to the south and they ran westward, the noon sight on Christmas Day showing that they had weathered the Cape.

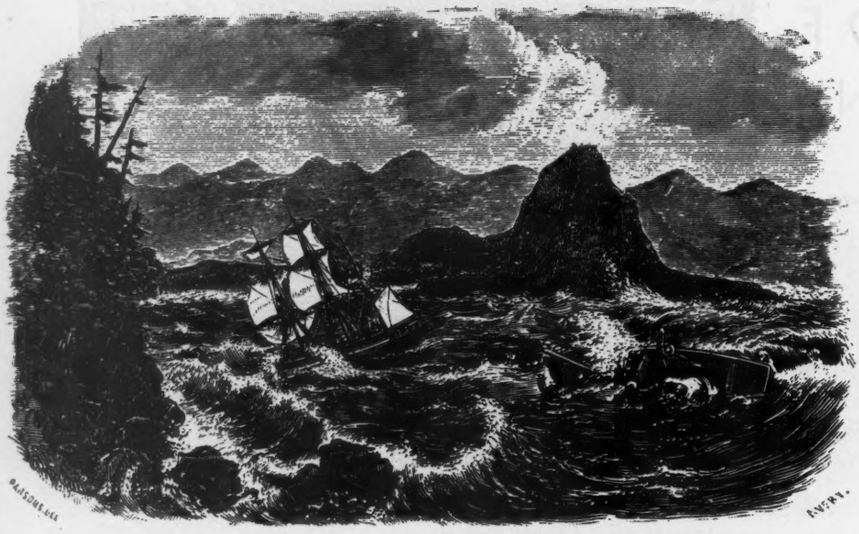
\+ + +

In the Pacific, they found good weather and favoring winds, Franchere noting proudly in his journal that they ran eighteen degrees to the north between December 25th and January 1st, 1811.

They crossed the Equator on January 23rd and on February 11th sighted the peak of Mauna Loa on Hawaii, still 50 miles distant. Captain Thorn was putting in at the Islands for fresh food and water and to take on hogs and other livestock for the Astoria establishment. Already exasperated by delays, he meant to make this stop a brief one. The passengers, on the other hand, were looking forward to sight-seeing ashore. After their months at sea, they were enchanted by the wide white beaches, the low country bordered with the green of cocoa and banana palms where the huts of the Islanders showed through the foliage and, behind and above them, the mountains capped with clouds and snow.

They were ranging along the coast with a fine breeze when little Perrault, the cabin boy, who had climbed into the fore rigging to enjoy the scenery, lost his hold. Being to windward where the shrouds were taut, he rebounded from them like a ball and plunged into the sea. There was a great shouting and scurrying on deck. Various buoyant objects, including a

On facing page: A bit of the Oregon coast not far from the mouth of the Columbia River. From a photograph by John Kabel



The "Tonquin's" boat, sent in to sound the channel, is capsized as the ship drives in over the bar

hen coop and some loose lumber, were hove over after him. The youngster could not swim and failed to catch hold of anything. By the time the lashings of one of the quarter boats had been cut and the boat manned, he was almost a mile astern. His canvas overalls, well covered with tar and grease, acted as a life-preserver but his head was under and he was unconscious when they picked him up. Even so, Captain Thorn refused to allow him to be taken aboard until the boat had picked up the hen coop and lumber.

This action aroused much indignation aboard the *Tonquin*. The cabin boy, who was vigorously rubbed down with salt and wrapped in blankets, was soon none the worse for his ducking. But Captain Thorn's indifference to the lives in his charge was too plain to be excused any longer. The resentment cherished by the passengers almost from the beginning of the voyage was spreading among the crew. Mr. Fox, the mate, had already exchanged angry words with Thorn and had been removed from duty and confined to his quarters for three days. The boatswain and one of the sailors deserted as soon as the ship touched at Hawaii. The natives, at the captain's request, brought back the sailor. They offered to return the boatswain also, but Thorn declined.

The *Tonquin* found an anchorage in fourteen fathoms on a coral bottom in Kealakekua Bay and remained there a couple of days, trading beads and needles and cotton cloth for the canoe-loads of bananas, breadfruit, melons and fresh-killed poultry the Islanders brought aboard. While the ship's carpenter was engaged in replacing one of the catheads, two composition sheaves fell into the water.

Captain Thorn engaged two of the natives to try diving for them. They made several fruitless dives, bringing up shells each time to show that they had been on the bottom. The young clerks, holding their watches, were amazed to find that the natives sometimes remained under water for four minutes. At last one of them, exhausted and bleeding badly from the nose and ears, came up with the sheaves.

There was no good water to be had at Kealakekua, owing to a long drouth. The *Tonquin* sailed for Oahu, anchoring outside the bar of Honolulu Harbor.

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Here the irritable Captain Thorn had not only the dawdling curiosity of the partners to contend with but the even more dawdling ceremonials of Kamehameha I, whom he described as "a grasping, trafficking savage, as shrewd and sordid in his dealings as any white man." This meant simply that Thorn had to spend more time than he liked in bargaining and ended by paying in Spanish dollars.

Originally a small tribal chieftain on Hawaii, Kamehameha had made himself master of the island after nine years of bloody war of aggression. Twelve years later, by 1803, he had subjugated the entire island group. He maintained a fleet of 40 small schooners to see that his tribute was punctually levied, and 14 four-pounders mounted on gun carriages frowned in his palace square.

Kamehameha had himself rowed out to the *Tonquin* in a double pirogue manned by 24 men. He was accompanied by three of his wives, all portly. He himself was seated, with his prime minister, on a large chest of firearms lashed between the two pirogues. Somewhat over 50, well built but running to fat, Kamehameha was clad in battered British regimentals and wore a sword, the gift of his "royal cousin" King George.

The American flag was run up and Captain Thorn ordered a salute of four guns. The partners scrambled into their scarlet coats and wine was opened in the cabin of the *Tonquin*. Next day, gorgeous in their kilts and Highland plaids, they returned the call at the not very impressive palace on Oahu.

Practical negotiations lagged while Kamehameha and the Astor partners indulged an almost equal love of dress and display, gossip and feasting. The young men eagerly tried out *kava* — until they learned that the roots were chewed into mash by lepers before being set to ferment — and familiarized themselves with native methods of holiday making. They also attended one of Kamehameha's courts of justice, following the proceedings through an interpreter, a young Frenchman from Bordeaux who was employed as tutor in the royal household.

Almost a fortnight had slipped by, pleasantly for everyone except Thorn, before the ship was ready to sail. A hundred live hogs had been taken aboard, as well as some goats, two sheep, a quantity of poultry and fresh vegetables, and two boatloads of sugar cane to feed the hogs. The ship's company had been augmented by two dozen natives. The partners had engaged twelve of them "for the service of our intended commercial establishment" and Captain Thorn, probably thinking of the coasting voyage when he would be short handed without the young Canadians, had shipped the others on his own account.

The *Tonquin* sailed from Oahu on February 28th, not without the loss of one more seaman. This man, a little New Yorker named Aymes, had gone ashore with a boat's crew to fetch a load of sugar cane. After the cane was cut and loaded, and while they were waiting for the rising tide to get their boat off the beach, Aymes had asked leave of the coxswain — who was the captain's younger brother, James Thorn — to take a stroll. He had not returned by the time they were ready to leave and they shoved off without him.

When Captain Thorn heard this he flew into one of his more spectacular rages. Meanwhile, Aymes, seeing himself left behind, had hired some native boatmen to set him aboard. Thorn did not wait for the man to come on deck. He jumped down into one of the boats alongside and, seizing a bunch of sugar cane, began beating him unmercifully. No one ventured to interfere. The captain belabored Aymes until he lost consciousness; then, still unsatisfied, grasped him by the slack of his clothes and hove him bodily into the sea.

Fortunately, Aymes was a good swimmer. The shock of the water revived him and the Islanders pulled him into

their pirogue. He had himself brought alongside again and asked to be taken aboard. Thorn promised him instant death if he so much as set foot on deck. Aymes then asked for his clothes and papers but got no reply. However, Mr. Fox, the mate, made a little bundle of his things and dropped them to him without attracting Thorn's attention. Aymes was last seen shaking his fist at the captain and shouting that he knew enough of the law to have justice if they ever met on American territory.

The decks of the *Tonquin* were now as much encumbered as they had been when she sailed from New York. To work the ship at all it was necessary to clamber over the pens for the live animals, which had been placed in the gangways with their tops boarded over.

They met with contrary winds until March 2nd when they doubled the western end of Oahu and headed for the mainland. After a fortnight of variable winds, the weather turned squally and cold. On March 16th, the wind shifted suddenly to the SSW and blew with such violence that they struck the topgallant masts and topsails and ran before it under a double reefed foresail.

The partners wished to serve out some warmer clothing to the young men, who were complaining of the cold, but Captain Thorn refused to allow a bale of cargo to be broached. Tempers grew heated and threats of violence, almost routine by now, were exchanged. That "good old soul" David Stuart intervened and smoothed things out, but Thorn carried his point and the Canadians shivered through a March gale in the Pacific. Nevertheless, the *Tonquin* made great headway under her reefed foresail. As they neared the mainland in the thick weather, Thorn prudently hove to for two successive nights. They sighted land on the morning of March 22nd and realized, from the color of the water, that they were off the mouth of the Columbia River.

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Twenty years before, Captain Robert Gray, in the little ship *Columbia*, had spent nine days trying to cross the bar of the river he found and christened. Time after time, he had missed the treacherous channel and been forced back by the fierce currents swirling across the sand bars at the river's mouth. Captain Jonathan Thorn, who felt that the whole voyage had been a series of unreasonable and exasperating delays, was in no mood to be balked even by the bar of the Columbia. By this time, he had worked himself into a mental state, alternating between sullen gloom and furious exacerbation, for which only a psychiatrist could find a fitting description.

The mouth of the Columbia is about four and a half miles wide, stretching from the rocky promontory of Cape Disappointment on the north to the low-lying sand spit of Point Adams on the south. The entrance is blocked by shifting sand bars where the ocean breakers meet the swollen waters of the river, creaming into a long line of foam across the bar. The deepest water lay to the north near Cape Disappointment, but the channel — if it could have been called a channel at all — was narrow and intricate. The sea was still running high from the gale which had just blown itself out. In the gray and rainy dawn of a March day, the flooding river with its darkly forested shores looked wild and forbidding.

Thorn decided to send out a boat in charge of Ebenezer Fox to sound the channel before venturing inside. For the boat's crew he named one of the sailors, and an old Frenchman called John Martin who had signed on as sailmaker, and three of the young Canadians, Basile and Ignace Lapensee and Joseph Nadeau.

The mate objected to the inexperienced hands. The Canadians were entirely innocent of seamanship. The brothers Lapensee were carters from Lachine, while Nadeau had been a barber in Montreal. They would be bad enough in any weather, he said, but this sea was too rough for a boat to live in with the best handling.

Two of the partners, McDougall and McKay, urged the captain to stand off and wait for better weather. Thorn impatiently rejected all suggestions. He turned sharply around and said in the hearing of all: "Mr. Fox, if you are afraid of water you should have remained in Boston."

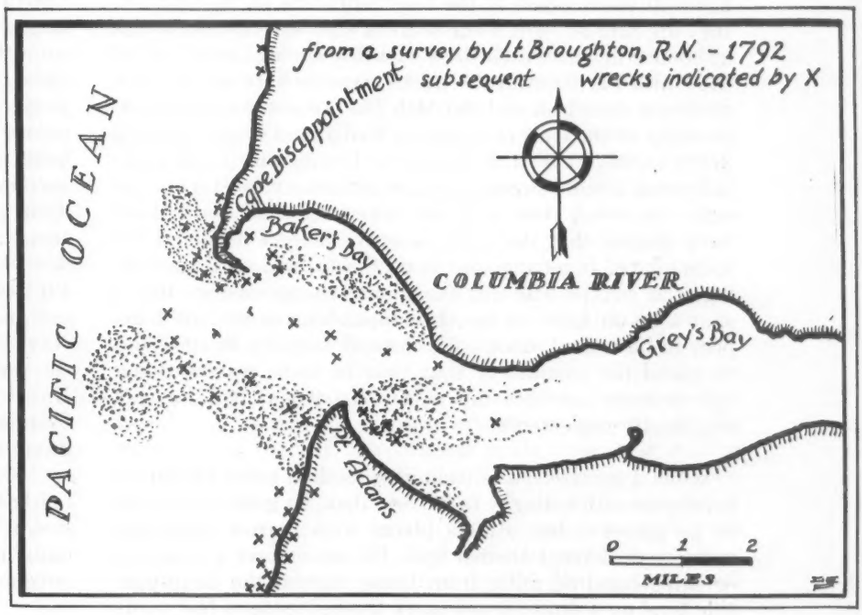
Once or twice before the mate had mentioned dark forebodings about the Columbia River. Now, with tears in his eyes, he said to the partners: "My uncle was drowned here, not many years ago, and now I am going to lay my bones with his." Then he shook hands with those around and bade them farewell.

The moment the boat shoved off, all hands crowded to the rail. Before she had gone a hundred yards it was clear that she was unmanageable. Sometimes she was lost from sight altogether. Then she was seen tossed high on the crest of a wave, broadside on and whirled around almost like a top. She disappeared and came into view again several times. When last seen from the *Tonquin*, she had hoisted the flag as a distress signal.

Thorn made no attempt to go to her rescue, which probably would have been futile in any case. He ordered the ship about and stood away from the mouth of the river. Some angry words were exchanged between the captain and the second mate, John Mumford, which ended with Mumford's being ordered below. Everyone in the ship was silent and depressed. They had no real expectation of seeing any of the men in the boat again; the young Lapensees, in particular, had been great favorites.

Next day, the *Tonquin* kept standing off and on till noon, when she dropped her hook in fourteen fathoms about a mile from the breakers. The sea appeared somewhat calmer. The long boat, in charge of Mr. Mumford, with Alexander McKay and David Stuart and several of the clerks, shoved off for shore in hope of effecting a landing. Thorn seems to

(Continued on page 74)



From an old chart of the mouth of the Columbia River. Many vessels have been lost on this dangerous coast

Under the Lee of the Longboat.

by Spun Yarn

THE President having called the attack on Sicily the beginning of the end it is permissible, I suppose, to indulge in a little speculation on what sailing will be like when the war is over. Briefly, it will be like nothing we've seen before, because it's going to be global. There'll be thousands upon thousands of officers in slate gray uniforms aboard the fighting ships and, although they're going to write letters to Uncle and say, as one man, "Please transfer me to U.S.S. *Outside;* I didn't join the Navy to fight the peace," most of them will stay right where they are — which will be everywhere — for a good long time. But, as their duties won't be onerous, the witching hour of 1630 is going to mean something, and Saturday and Sunday will resume their rightful place in the week. (The 0800-to-1630 disease, which afflicts only shore stations in time of war will, in fact, spread through all the forces afloat.) So there'll be sail boats, shipped out from home or built by the impoverished local artisans of Germany, Italy and Japan and, although most of them will be dinghies, there'll be also cruising boats in which some of the boys will start for home when they are paid off. And some of them who have no loving ties at home will spend their days yachting among the islands of the South Pacific. And there'll be regattas between the Nth destroyer squadron and the Mth PC division for the championship of the Gulf of Tokyo or Heligoland Bight; and the 279th Local of the Mine Sweepers' Union, which will probably stick around sweeping mines until the very start of the next war, when their sons will take over (and don't think for a minute that the mine sweepers haven't mastered the technique of begetting sons in profusion) and, as I was saying, the sweeps will win the global championship. But I shan't be on hand to see this stupendous event, for I expect to be retired along with General Debility in 1954 and to spend the summer of that year in home waters, doing my best to convince my cutter *Hotspur* that I haven't negligently neglected her.

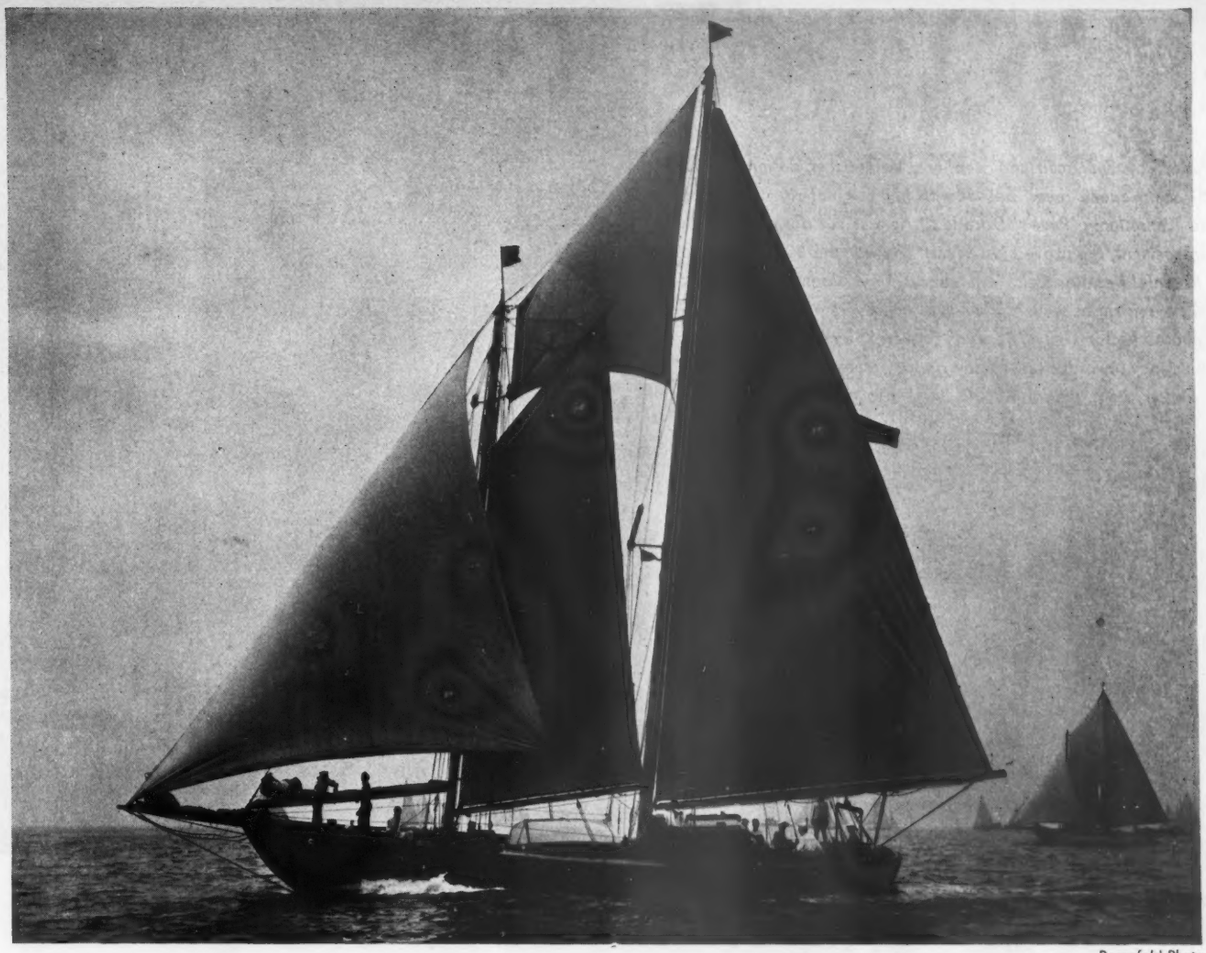
When I get *Hotspur's* feelings smoothed over, I'll buy a helicopter with a dinghy to fit. And then, by golly, I'm going to go places — but always places with narrow protected waterways. Except Dismal Spit. I'll reconnoiter a cove two or three hundred miles from home, detach the dinghy at tide level on a sandy beach, park the helicopter a few yards farther up, step the mast, bend on the sail, spend the afternoon exploring, hook up with the 'copter again and be home in time for supper. . . . Or, if the air is too crowded for comfort, I'll buy me a second-hand DUKw from the Army, get Rod Stephens to design a cutter rig for it and so combine automobiling with sailing. Or — but wake me up, there's a rank smell of opium in these diggings.

I've heard many expressions of opinion concerning the best duty in the Navy. Those in the sweepers prefer lighter-than-air, and I've heard the PC boys say they wish they were in the sweepers, although all of them together are now rather inclining toward the new DE's. But a chief boatswain's mate who has been in everything from battlewagons down to 100-foot gasoline-excited kiddy cars has given me the real lowdown on the best Navy jobs going. There are two of them, he says: the job you had before this one and the one you're going to as soon as you can arrange a swap.

William Mundy, a correspondent who approves of this magazine in general, has taken a shy at the flag hoist flying from the PC boat pictured on the May cover. The flags are Able How Jig (AHJ to you if you don't know the Navy jargon) and Mr. Mundy, more in sorrow than in anger, points out that in the International Code of Signals this hoist means, "I shall abandon vessel when, or if, weather permits." Is this, he asks, the sort of thing a PC would be flying, and hadn't we better come out quick with an explanation that the hoist is in the secret Naval code? Well, sir, I don't happen to have a copy of the May issue handy and so I'll have to extemporize an explanation. If the PC pictured was one of the 173-footers the hoist means, in the secret Navy code, "I'll swap even-Stephen for a 110-footer." But if she was a 110-footer, the signal is addressed to the Chief of Naval Personnel and means, "For God's sake send us a Communication Officer. Xray. We've just received a 98-group confidential weather report by radio."

I had been reading with interest John Steinbeck's impression of the Yanks in arms which have been appearing in the daily papers. Then he up and wrote a skit about mine sweepers and described the blowing of a mine. "There is a

(Continued on page 82)



Rosenfeld Photo

George E. Roosevelt's "Mistress," designed by Sherman Hoyt, came out in 1930. Her short ends and chopped off stern gave her a shorter length measurement under the rule

TWENTY YEARS OF YACHT DEVELOPMENT

Part III — The Naval Architects Work to the Rule

By HERBERT L. STONE

BY THE year 1930, only seven years after the revival of the Bermuda Race in 1923, ocean racing had not only established itself firmly as an important part of the yachting picture, but was beginning to have a marked influence on design and on the development of the sport in general. In the United States, ocean and long distance racing events were attracting larger and larger fleets in all established races, such as the Bermuda, the West Coast race to Honolulu, the various Mackinac Races, and many additional events which were being scheduled. It had taken on an international flavor also, with the formation of the Ocean Racing Club of Great Britain, and many of the principal events were attracting entries from various countries. Also, competition was getting so keen that naval architects both in this country and in England were turning their talents to developing yachts especially for these events and were working, more and more, to the measurement rules under which these races were sailed.

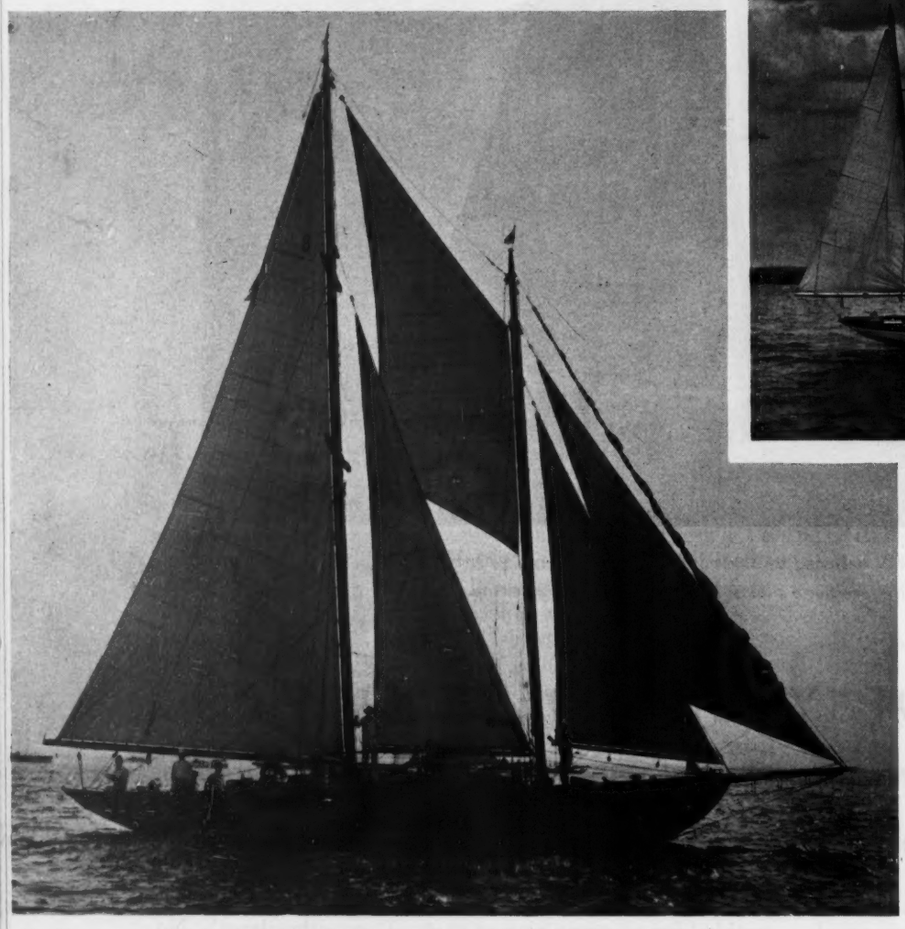
It was in the races of 1930 and 1931 that this was most apparent, and that yachts designed especially for ocean racing and to the special rules adopted by the Cruising Club of America and the Ocean Racing Club began to appear in any numbers, with definite characteristics which were to affect yacht designing everywhere.

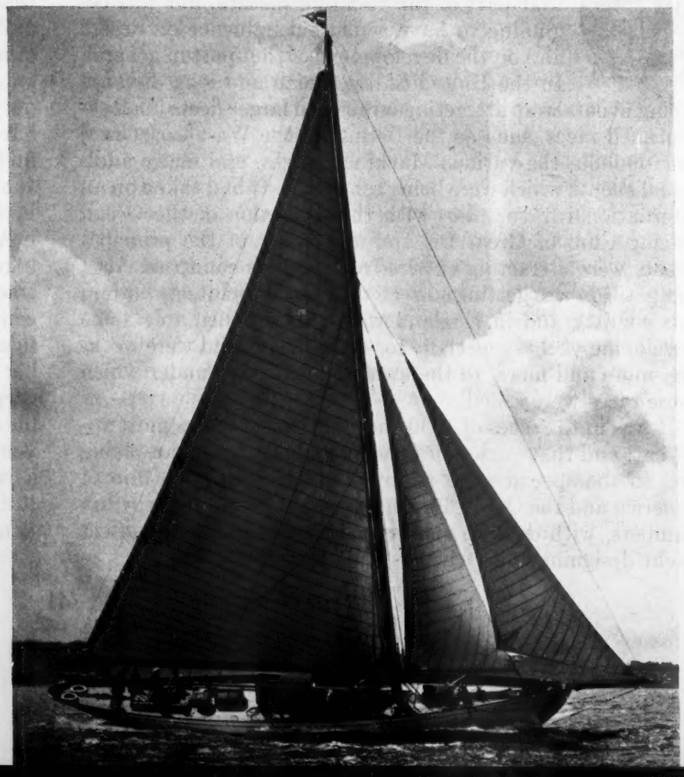
The Bermuda Race of 1930 saw the biggest fleet ever assembled for an ocean race of that, or any other length. No less than forty-two yachts sailed the long course. No less than twelve of these were new boats, built either for the race or for ocean cruising and racing. These represented the ideas of most of our leading naval architects on what a yacht capable of taking anything that the weather at sea could hand out should be, and at the same time with enough speed to have a look-in among the fast company in which she would find herself. The names of those who designed them included John Alden, Sherman Hoyt, C. D. Mower, Starling Burgess, F. Jay Wells, Phil Rhodes and Sparkman and Stephens.

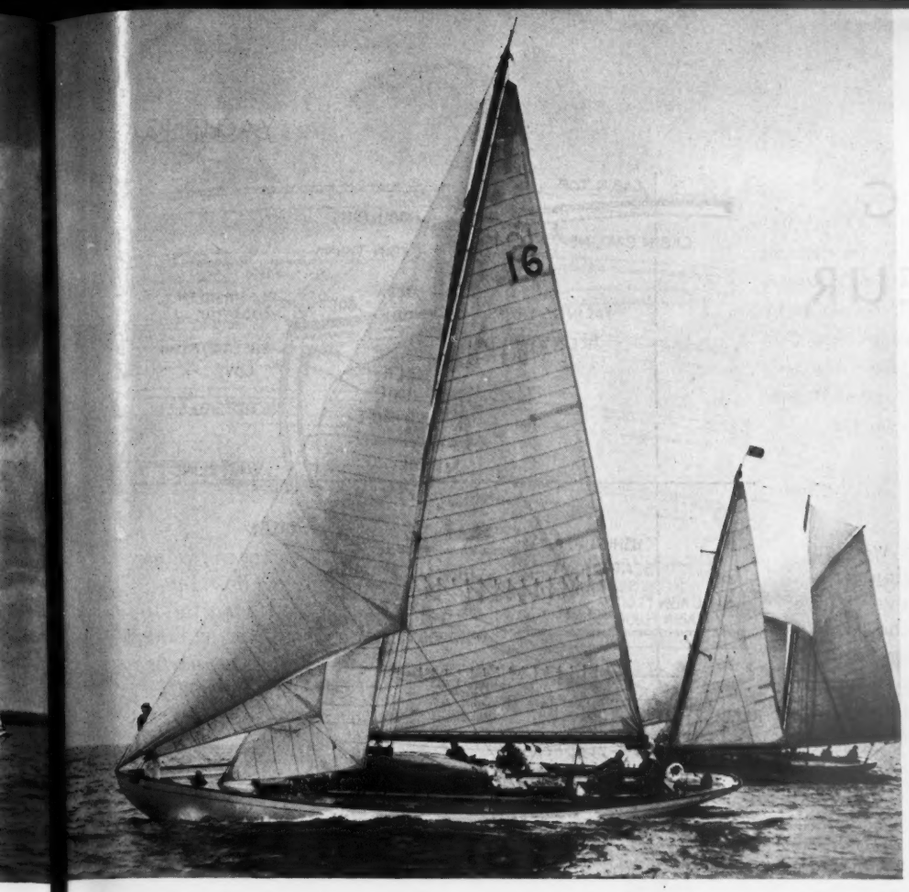
Among these new yachts of the finest fleet ever gathered together was a little yawl, 37 feet on the water, which attracted, perhaps, the greatest attention and caused the most comment, and that was destined to have great influence on future design and to become the most widely known boat of her day. This was the *Dorade*, whose young designer, Olin Stephens, of the firm of Sparkman & Stephens, was making his debut with an ocean racing yacht. A lovely looking little vessel, she was much narrower than the conventional cruiser, carrying a high modern rig with a very small mizzen. She was the forerunner of the so-called "10 per cent yawls," thus named because the rule required only 10 per cent of the sail

(Continued over and on page 68)

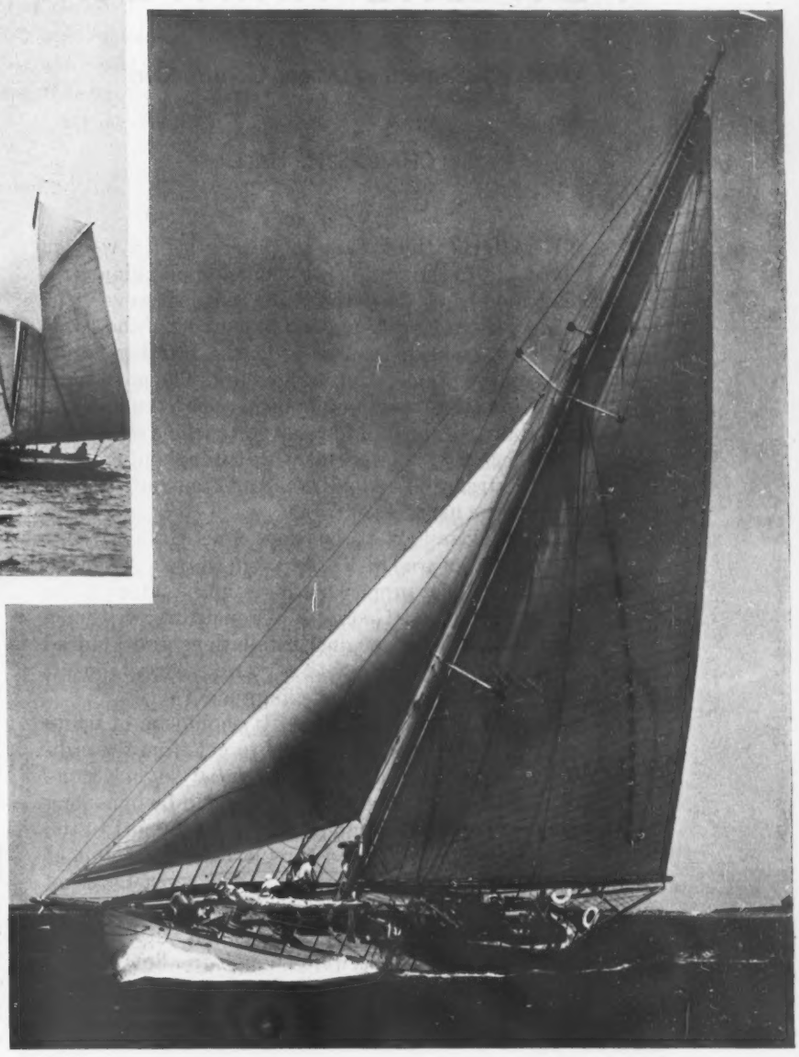
Right, "Dorade," by Sparkman and Stephens, marked her designer's first essay (1930) at an ocean racer. Shown with her original rig. On facing page, for the Transatlantic Race, "Dorade's" rig was cut down and, with her small displacement, she proved just as fast. She won the 3000-mile race in 17 days. Rosenfeld photos. Left, "Malabar 8," by Alden, after she was changed to a staysail rig between her masts to improve her windward ability. Levick photo. Bottom left, "Rose of Sharon," by Starling Burgess, showed the tendency towards a tall, narrow rig for greater efficiency. Rosenfeld photo. Center, right, the little "Duckling," designed by Mower, won

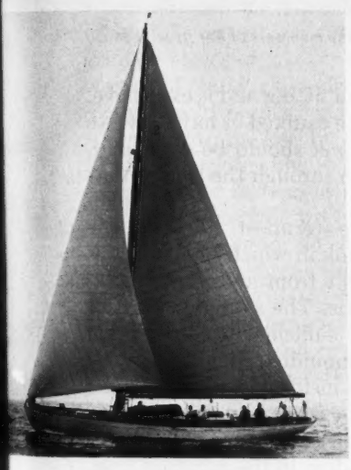




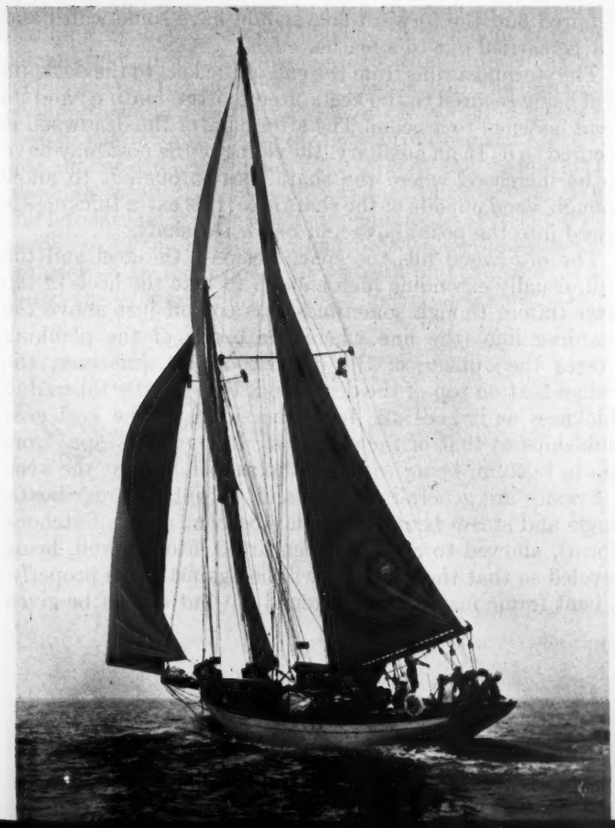


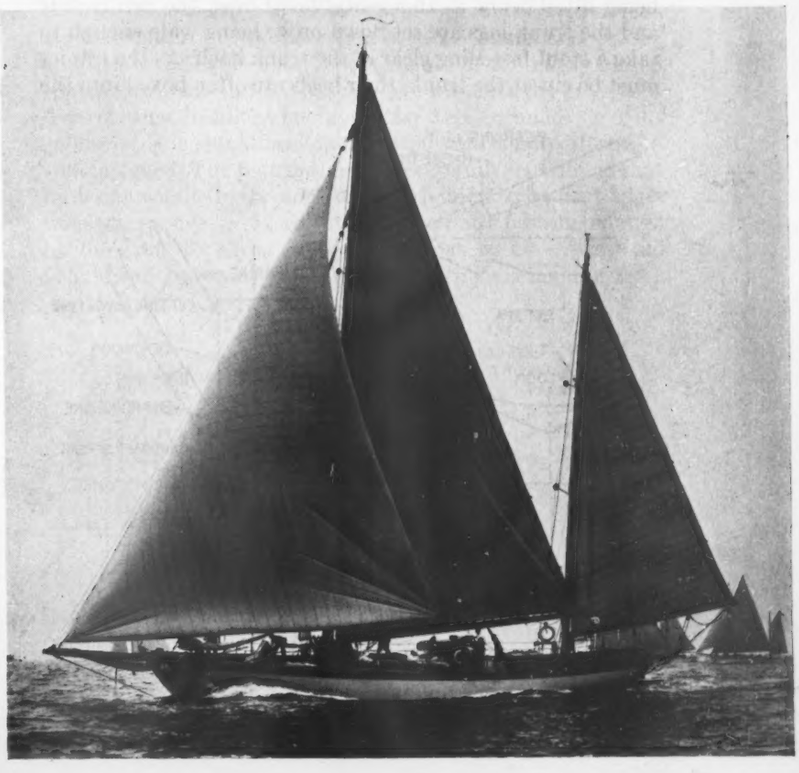
many ocean races. Under her, "Patience," Fastnet Race, 1931, C. E. Nicholson's contribution to ocean racing. Below, "Highland Light," designed by Frank Paine. Large, powerful and fast, she later broke the record in the Bermuda Race





Left, a small British ocean racing development was "Maitenes II," designed by Harley Mead. Simplicity of rig may be noted. Below, in "Water Gypsy," Transatlantic and Fastnet Races, 1931, Alden followed more conventional yacht characteristics. Levick photos. Bottom right, "Landfall," built for the Transatlantic Race in 1931 from designs by L. Francis Herreshoff, was a very able ocean racer and showed the effect of the rule then in force. Rosenfeld photo





YACHT DESIGNING FOR THE AMATEUR

Part V—Something About Construction

By CHARLES H. HALL

ONE MIGHT think that the strength of a wooden boat lies in the framing, the outside planking serving merely to keep the water out. However, the planking and deck are most important members of the structure, as far as strength is concerned, the framing acting mostly to keep the planking up to its work. The good fit of the planking and the strength of its fastenings have much to do with the ability of the hull to resist the various stresses to which it is subjected. Good workmanship throughout is essential to a boat's strength and long life. And none but the best material should be used.

Incidentally, take a look at the series of articles by Henry B. Nevins which appeared in YACHTING in March, April and May, 1935, regarding proper methods and materials for yacht construction. And George F. Crouch has written a number of fine articles on engine installations and kindred subjects. For scantlings of yachts of various sizes, consult Skene's *Elements of Yacht Design*, Chapter XIV.

The keel is the yacht's backbone. It should be of white oak, a wood that is almost impossible to get from the ordinary lumber yard which will offer you a variety of oak, none suitable for boat construction. The keel should be in as long lengths as possible, wide enough to give good support to the ballast keel and deep enough to show a decent amount of wood below the rabbet line. Forward, there must be wood enough to allow a good scarph with the heel of the stem and aft to seat the lower strake of the deadwood. In a centerboard boat, the keel must be wide enough to allow for the centerboard slot, the trunk logs and a fastening into the floor timbers. In some small boats of light draft, the keel is wide and shallow, being sprung into shape, the deadwood being fitted below it. In a centerboard boat, the keel is wide and the trunk logs are set down on it, being wide enough to take a stout fastening clear of the trunk itself. As the frames must be cut at the trunk, their heels are often boxed into the

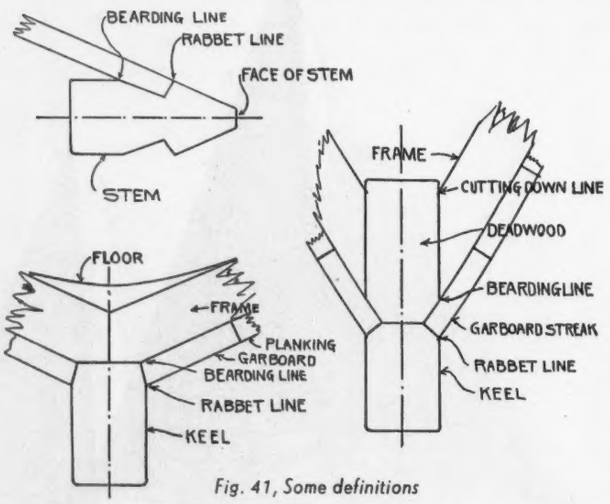


Fig. 41, Some definitions

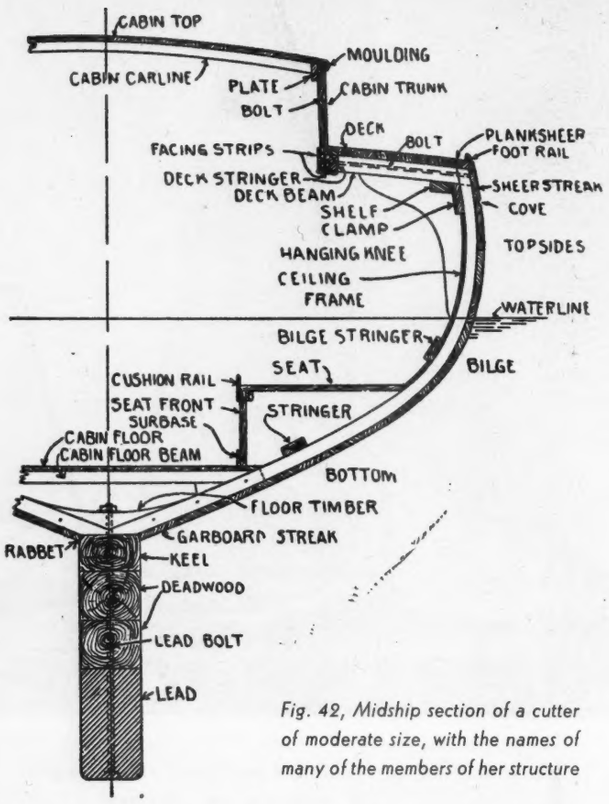


Fig. 42, Midship section of a cutter of moderate size, with the names of many of the members of her structure

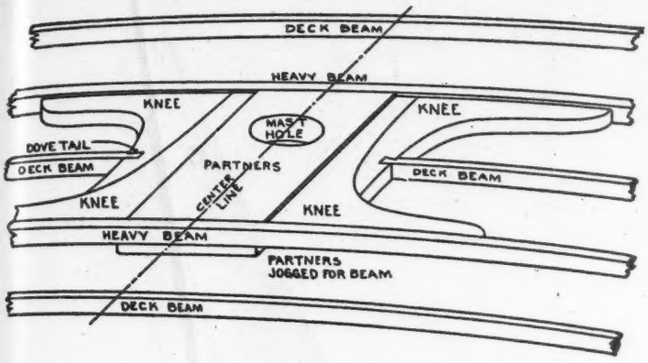
trunk log. This requires most careful fitting and is expensive. The seams of the trunk sides may be caulked or have a white pine feather. Head posts of the trunk should be stout and, in a boat with no outside ballast, go through the keel so that their lower ends may be caulked.

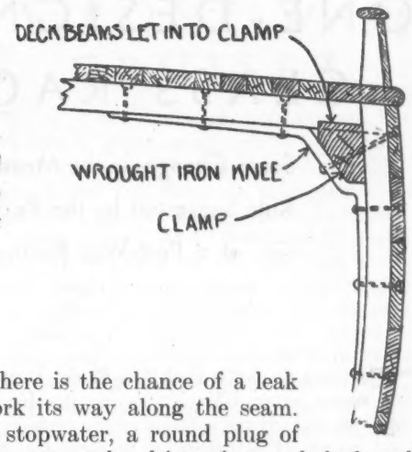
Aft, the keel takes the end of the sternpost. Forward, the stem is worked out of a natural crook in which the grain follows the shape of the timber; if cut from a straight piece, there will be cross grain at the ends. The siding (width) of the stem must be enough to allow sufficient wood between the inner corners of the rabbet; its moulding (depth) must be enough to let it extend some inches inside and outside of the rabbet. The outer face of the stem is usually faired off to carry out the lines of the hull though a foot or so may be left square at the head to give good landing to the gammon iron. If faired out, the forward face should have some width and not be carried out to a feather edge.

The sternpost runs from the end of the keel to the deck, its heel being secured to the keel (often mortised into it) and its head fastened to a beam. The after edge of the deadwood is secured to it. In an auxiliary, the siding of the post may have to be increased where the shaft goes through it to allow enough wood outside of the shaft hole; this extra thickness is faired into the post above and below the shaft.

The deadwood fills the space between the keel and the hull, usually extending high enough to take the heels of the after frames though sometimes it is cut off just above the bearding line (the line where the inside of the planking crosses the outside of the deadwood). In that case, the frames seat on top of the deadwood. It is usually tapered in thickness as it goes aft, from the siding of the keel near amidships to that of the sternpost. It may also taper from top to bottom, being wider at the rabbet than at the keel.

Frames are generally of oak and, except in larger boats, single and steam bent. They may be bent over a hutchock (form), allowed to cool and then fitted into the hull, being beveled so that the planking will lie against them properly. A bent frame may be straightened out but cannot be given





Left, Fig. 43, showing the construction of the deck framing in wake of the mast. Right, Fig. 44, a section showing a single piece combined clamp and shelf, with a stout wrought iron knee. Note that the beam is let into the clamp

more curvature after it has cooled. Some meticulous builders bend each frame to its exact shape and bevel it before fitting it into the boat, just as in a steel vessel, but the average builder bends several to the same curvature and fits them in place cold. With a solid set of moulds and stout ribbands, frames may be bent in hot, direct from the steam box, being twisted to fit the ribbands, so that no later beveling is required, and clamped in place to cool.

Except in a wide, shoal boat in which the frames may be run from gunwale to gunwale in a single length, frames end on the center line and the two halves are tied together by cross members called floor timbers or floors. Amidships, these may be of straight-grained oak if the bottom is fairly flat but where the hull is at all V-shaped, they may be of natural crooks (if you can get 'em and don't mind the cost), straight-grained pieces of greater depth or, under the engine, for instance, of metal, galvanized wrought iron or bronze castings. They should be fastened to the frames with three bolts or spikes and to the keel by a couple. Limber holes must be cut, as low as practicable, to allow the bilge water to run to the deepest place instead of lying against the floor timbers.

A keelson may be worked on top of the floors, running out into the ends as far as convenient, sometimes with a filling piece under it between each adjoining pair of frames. Aft, the horn timber runs on the center line from the sternpost to the transom, a piece being worked on each side of the post to connect it to the keelson or deadwood. The frames in the after overhang fay against the horn timber and the floors cross it, often being notched down over it. A knee connects the horn timber to the transom.

The rabbet is a groove cut into the stem, keel, deadwood, sternpost and horn timber to take the edge of the outside planking. It should be a fair line and there should be enough thickness left inside its inner corner so that the stem or other member is not too much reduced in strength. The outer edge of the groove, where the outside of the planking meets the stem, is the outside rabbet; the bottom of the groove is the inside rabbet, and the inner edge, where the inside of the planking meets the stem, etc., is the bearding line. When the lines are faired, the construction may be sketched on the sections and the height and half breadth of the rabbet line transferred to the sheer, half breadth and body plans and faired there. Wherever the rabbet line crosses a seam in the keel or elsewhere, there is the chance of a leak since water will work its way along the seam. This means that a stopwater, a round plug of kiln dried white pine, must be driven into a hole bored through the joint where it crosses the inside rabbet. Then, if any water works along the seam, the stopwater will swell and make the joint tight. A forgotten stopwater may make plenty of trouble with an annoying leak. The stopwater must be entirely covered by the planking though you often see plans showing them clear of the rabbet.

A longitudinal member, called a clamp, runs fore and aft under the ends of the deck beams and fits against the heads of the frames. It may be of yellow or Oregon pine or Port Orford cedar or, if striving for lightness, of spruce. It is often backed up by another piece called a shelf worked along the inner face of the clamp under the beams. Clamp and shelf run the whole length of the boat and are connected forward by a breasthook and to the transom by knees. They are fastened at each frame by bolts driven through both clamp and shelf.

Lower in the hull are the stringers: the bilge stringer near the turn of the bilge and another about over the ends of the floor timbers. They are worked on the flat, their wide sides lying against the frames. Their ends should be connected where they run out.

Some heavily built boats and many old time work boats have a heavy ceiling worked inside the frames instead of or in addition to the stringers, the ceiling being about as thick as the outside planking. Most yachts have light ceilings which merely serve to conceal the frames, though why be ashamed of your boat's construction? Sometimes the ceiling is merely a series of slats, spaced about their own width apart. This allows ventilation to the space between plank and ceiling and below the cabin floor. There should be no tightly closed spaces anywhere in the boat as these promote the growth of dry rot, that insidious enemy of the wooden hull.

The outside planking should be stout and closely fitted and well fastened. The planks should be carefully laid out so that each one will lie in its place without having to be bent edgewise (given sny, as we call it). Planks must be wide enough at the ends to allow proper fastenings to be driven and should not have any queer twists or kinks. Planking for a

(Continued on page 70)

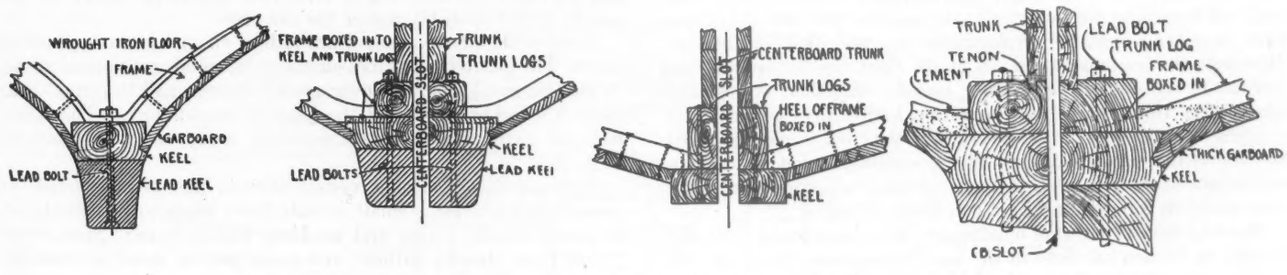


Fig. 45, Typical sections showing keel, trunk logs, heels of frames, etc. Floors of metal plate are often used to connect the frames to the trunk logs. Sometimes metal clips are used for this purpose

ONE-DESIGN AND CLASS RACING

Some Changes in the Measurement Rule Suggested by the Recent Design of a Post-War Racing Cutter

Editor YACHTING

THE article on "A Post War Racing Cutter" by Bill Luders in a recent issue of YACHTING and the design he submitted are a step toward the solution of the problem of international small boat racing. It is interesting to note, too, that a designer should advocate what, from its construction, must be practically a one-design class, using plywood moulded over the same form.

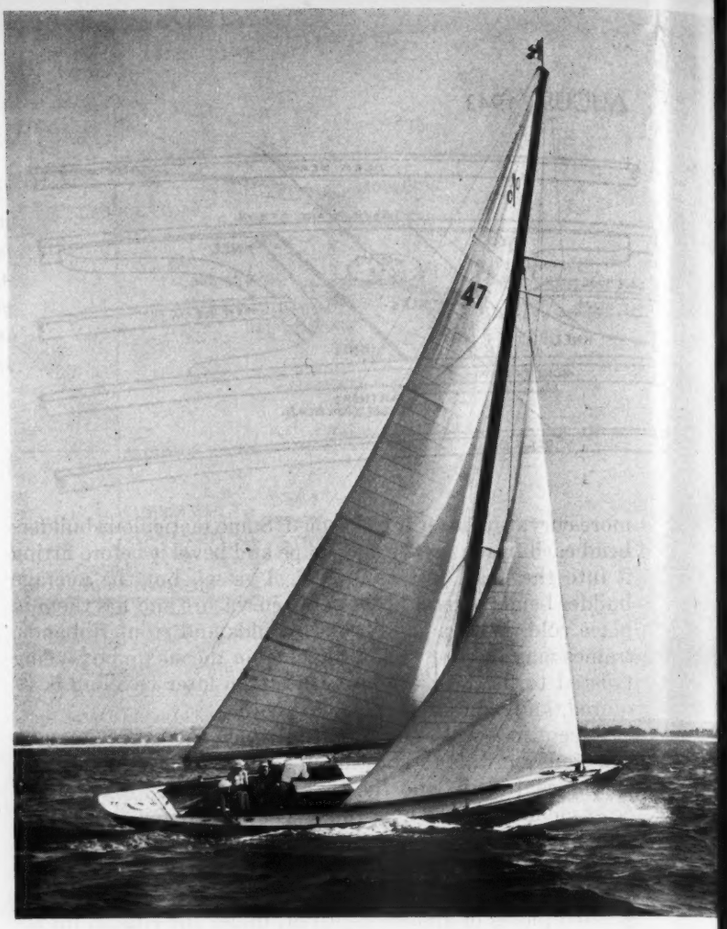
The advantages of a one-design class are well known to anyone; a saving in cost and a reasonable assurance that the best all around skipper will usually finish the season on top. However, the advantages of an open class are also well known and are not to be brushed aside lightly. These are: the more rapid advancement of both design and construction of hull and rigging. Without the open classes, we would not have seen the development of the able ocean racers nor of the smaller one-design and individual cruisers for coastwise and inland waters, nor the numerous modern one-design afternoon racers such as the Internationals. While we still might have these types, they would not be as able, fast, easily handled, nor as reasonably priced. The open classes, for instance, allow such a wide assortment of sails that, with a crew small enough to fit in one of these boats, all the ingenuity of designers, builders and skippers is required in inventing methods and devices so that sails can be handled quickly and reliably. These methods and devices, after severe tests on such boats as Six-Metres, now appear on the small cruisers and one-designs.

The advantage of all this was apparent during a cruise I made in *Murrelet* when my wife and I sailed from Southport to Edgartown and back to Greenwich, a matter of some 300 nautical miles, in eight days, averaging less than eight hours a day sailing time. *Murrelet* was built for me by the Luders, to plans by Bill Luders based on lines drawn by me. She is a fine little cruiser, 39 feet long over all, and fast. Such things as a man and a woman jibing a parachute spinnaker on a boat 28 feet on the water line in restricted waters, while making eight knots, are not possible without the benefit of modern methods and devices developed in the open classes, and such maneuvers are necessary if you want to get any distance in a limited time. Of course, if you are willing to be limited to only half of Long Island Sound for a week's vacation, or if you want to sail sixteen or twenty-four hours a day and miss the pleasures of puttering around such places as the Marine Museum at Mystic, or Hadley's Harbor, you can take a Friendship sloop and do it.

On the whole, there is no doubt that international open class racing must and will be resumed after the war. This is one type of yacht racing in which each country does the whole job: designing, building, and sailing. In one-design racing, each country has a part only in the sailing.

To my mind, the faults of the later boats used on Long Island Sound in international open class racing are many and serious. Anyone familiar with recent Six-Metre development knows these boats have come to be little more than lead mines bolted on to violins, and hull scantlings are too light to support the keel without distortion. In other words, the displacement was too great for the size. However, the boats were just about the right size to give an even balance to the skill of the designer, builder, sailmaker, skipper and crew. A Six-Metre is about the largest boat that can be conveniently shipped from one locality to another, and the crew required is about the largest that can be raised by one man without resorting to financial inducements. However, their cost is out of all proportion to the ends achieved for anyone with a true sense of values.

One way to cut the cost of building and shipping is to cut down the weight, as Luders has done in the boat he proposes. However, this would mean reducing the required displacement in the International



The author's 28-foot water line cutter "Murrelet," built by Luders, is a fine example of a small cruiser whose rig, gear and design show the influence of the racing boat

Rule. There is no such need for this displacement in these racing boats as there is in cruising boats. This fact is shown by the considerable wasted space below the floor boards in a Six-Metre.

Another fault in recent Six-Metres is undue shortening of the water line at the after end, which does not improve the appearance of the boat and does not add to the strength or rigidity of the hull. In the forward section there is, in most of the boats, a definite lack of sufficient flare. This makes them very wet in any kind of a sea, which is a disadvantage in an open cockpit boat as well as a discomfort to the skipper and crew. Furthermore, it makes spinnaker handling a little too much like hanging out the wash while engaged in a log rolling contest. These improvements in hull form should be obtained by changing the hull measurement clauses in the rule. It is apparent that this cannot be accomplished while the war is on. There are too many European yachtsmen and yacht racing bodies involved to make this possible. But the matter should be given thought now by those interested so that, when the war is over, the matter can be taken up. In any revision, the matter of encouraging more flare forward should be given careful consideration.

Also, Rule III should be changed so that the displacement would work out to about that of the Luders design under discussion. This is 6500 lbs. A Six-Metre of the same water line length would have to weigh about 9550 lbs. Also, the displacement should be a function of the rating rather than of the l.w.l. to prevent the tendency to shorten the water line length. With the reduced displacement, designers would probably reduce the sail area.

None of the above changes are radical enough to cause unusual forms. The quarter beam measurement has produced normal sterns in the Universal Rule. However, most bows on small Universal Rule boats are rather pinched at the point of measurement. The International girth measurement apparently does not cause designers to do this.

With any change in rules, vested interests must be considered. At present, this interest is small, as only *Goose* needs to be considered, as proved in the Baltic and on Long Island Sound. Most other "Sixes" are already outbuilt and could not be raced successfully

(Continued on page 86)

A POST-WAR CRUISER

THE PLANS herewith, from the board of John G. Alden, naval architect of Boston, are for a cruising cutter to be built after the end of the war. She is an attractive vessel and her principal dimensions are as follows: Length over all, 40′ 4″; length on the water line, 27′ 0″; beam, 9′ 9″; and draft, 5′ 9″. The design is a development of Mr. Alden's successful Coastwise Cruiser Class but on a slightly larger scale, the general layout remaining about the same as in the earlier boat.

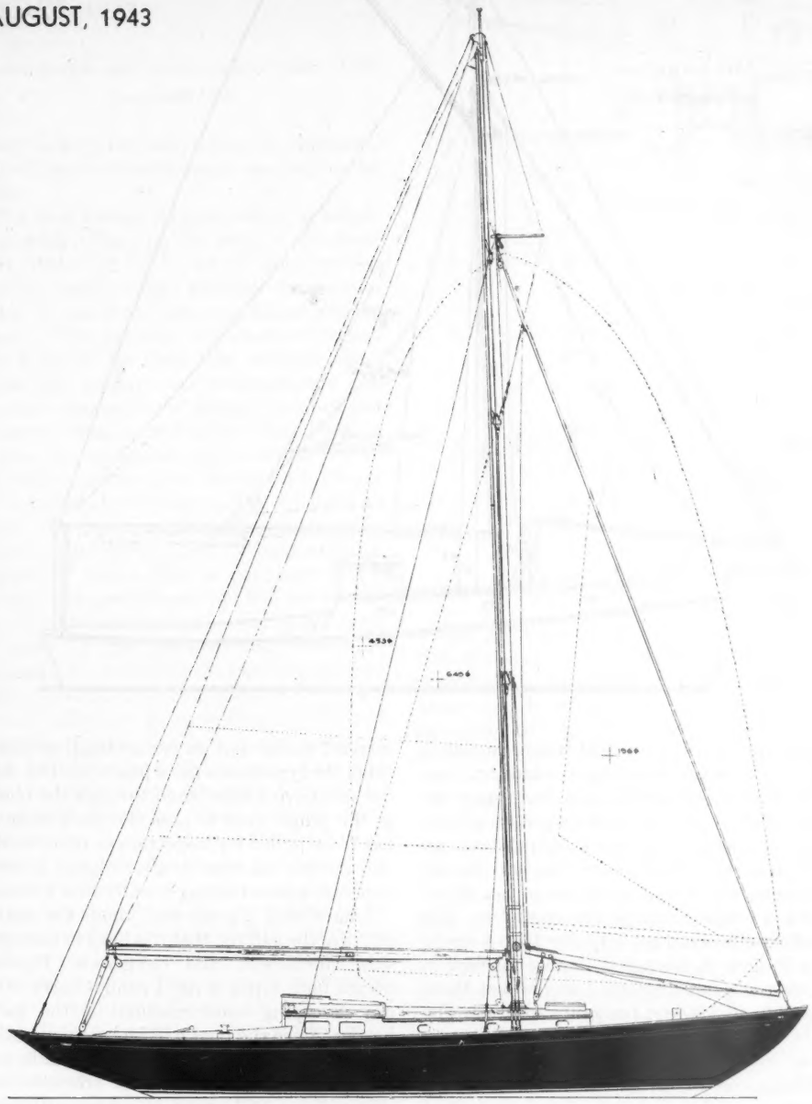
A low deckhouse is shown, worked into the after end of the cabin trunk. A seat is fitted on the starboard side, above the ice box, while to port clear space is obtained by having the stove slide in under the deck when it is not in use. The cockpit is roomy and self-bailing.

The auxiliary motor is a Gray 4–22, driving the propeller located on the center line direct. The engine is installed under the floor of the cockpit and is easily accessible. The gasoline tank, of 30 gallons capacity, is located under the seat in the cockpit.

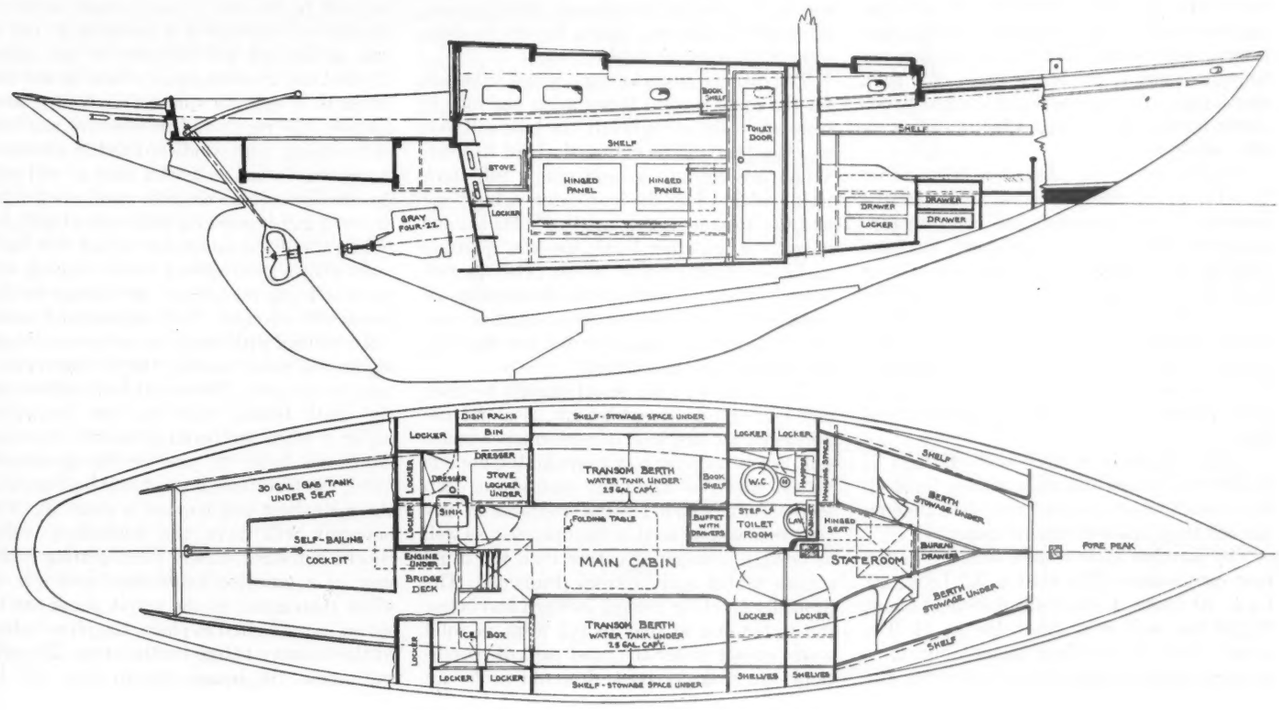
The rig is all inboard and the sail area is 649 square feet, of which there are 453 square feet in the mainsail and 196 in the jib.

Below deck, the main cabin has a transom berth on each side, with a 25-gallon water tank under each, while the after part of the cabin is devoted to the galley which is well equipped and provided with plenty of lockers for stowing provisions, cooking gear and dishes. A compact toilet room adjoins the main cabin and there is a buffet-bureau, a full height clothes locker, shelves, etc. Forward is a double stateroom.

The boat should do well on club runs and overnight races and, with her all-inboard rig, should be easily handled. Construction throughout will be of the best and the sails will be by Ratsey.



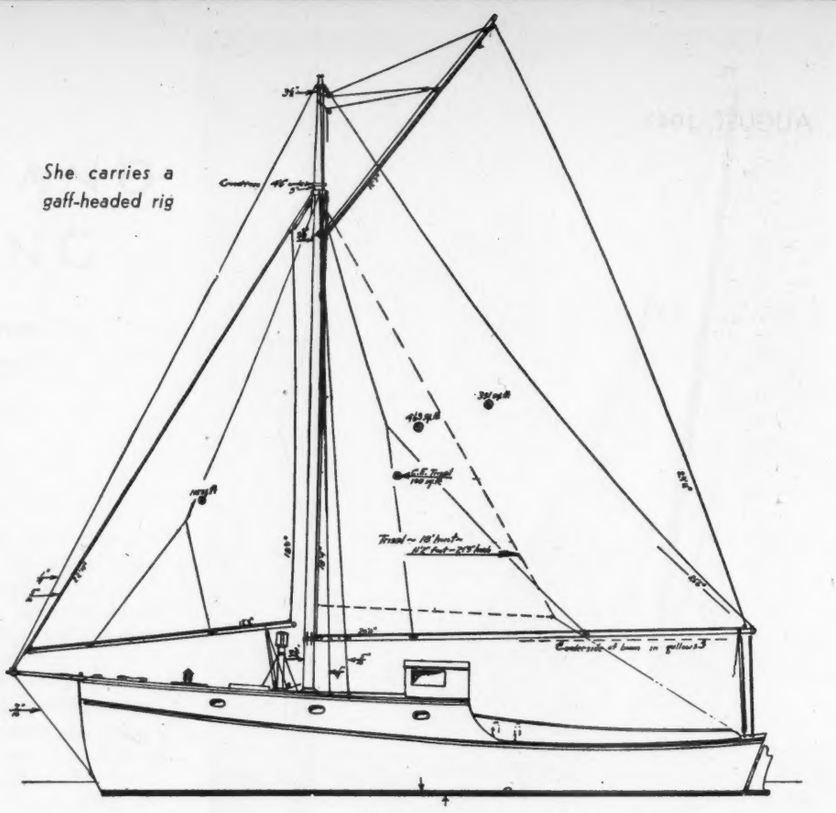
Sail plan and, below, accommodation plan



"SWORDFISH"

My Boat for After the War

By WM. H. OEHRLE



She carries a gaff-headed rig

WHEN a man starts to build or buy a boat, the most important consideration is the use to which he intends to put her. Like most present day boat owners, I have to work for a living so that a boat for my purpose must be able to make the most of the limited time I have to use her. I have owned a rather representative list of small boats, both sail and power. The power boats, until I built the one I have now, were just the ordinary sort of thing you pick up alongshore when you want a boat badly enough to go out and buy what you can find at your price; repairs and worry were about all they amounted to. I designed my present boat and did a good lot of her building; she has always brought us back in time to get on the job Monday morning and she looks as though she would hold together for some years to come. Now I'm thinking about my next one.

First: she must be small enough for one man to get her under way and put her away alone, meaning that about a 35-pound anchor must be big enough for ordinary work, and a 60-pounder for the bad times. She must be large enough and laid out so that four men can live aboard two or three weeks, and be a real home for a couple on a long winter cruise Down South.

Second: she must be as able as possible, without sacrificing all the other desirable qualities of a good, all around boat to rough water ability. If she can come and go when we want to, and make the run from Boston to Nova Scotia, she will be satisfactory.

Third: although essentially a power boat, she must carry a rig large enough and so balanced that she will work under sail, performing reasonably well in a moderate or stronger breeze. One thing that has been forcibly brought home to me is the value of a good steadying sail when on a run of any length offshore, and there are times when a sailing rig that works is priceless.

Fourth: before the present restrictions on "yachting," it was my habit to fit out the little boat for a swording trip every season, using the regular commercial gear, modified slightly in accordance with the size of our boat. It was always a lot of fun and at the same time, during a couple of weeks at Block Island we always managed to pick up enough on our fishing to pay the boat's fixed expenses for the year; winter work, hauling, painting, etc., and buy a bit of new equipment now and then.

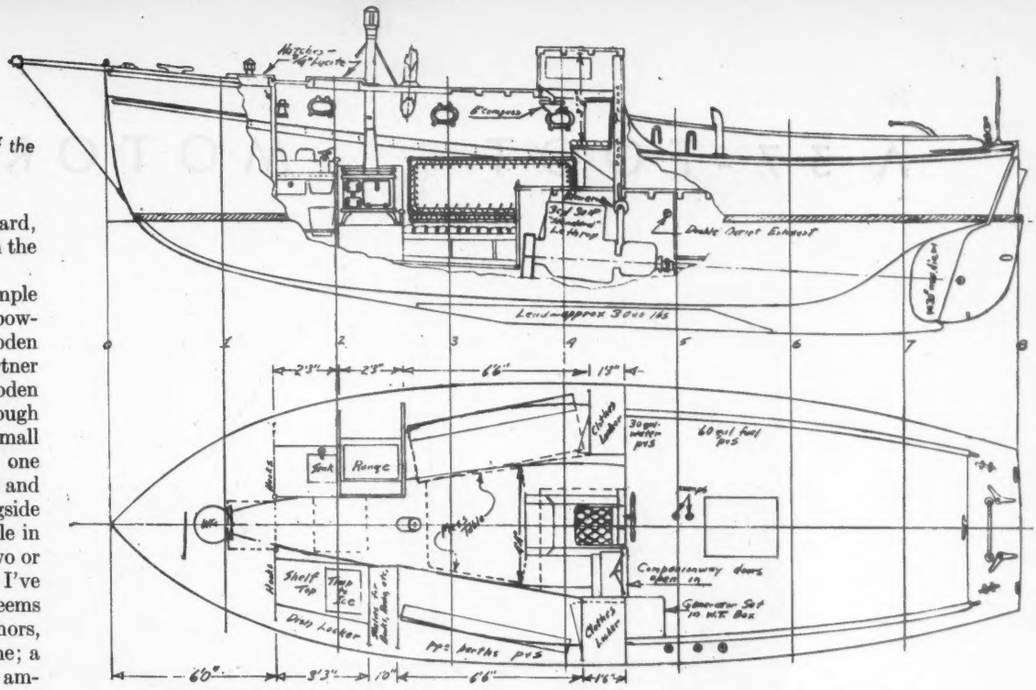
Fifth: she must be built with the best of workmanship and materials, plainly finished, for I won't want to spend any more time on upkeep than is absolutely necessary.

The sketches show what I think to be the best compromise. The boat is 32′ l.o.a., 30′ l.w.l., 10′ beam, 4′ draft, displacement about 19,260 lbs., sail area about 465 sq. ft. The raised deck is not fashionable, but it is stronger and less expensive to build than any trunk cabin, will stay tight longer, makes a dryer boat when punching to windward in a good buster, and affords a lot more space inside. The hull form indicates a good sea boat. She should roll easily, but shouldn't fetch up with that snap that shoots you into the lee scuppers, yet should stand up to her rig or carry a couple men on the crosstrees. The water line forward is a bit fuller than I would like to have it, though if it were pinched in further without deepening the rabbet there would be insufficient buoyancy forward. The only worthwhile reason for putting a lean nose on this one would be that at swordfishing speed (about six knots) it would make less fuss and thereby increase one's chances of getting within striking distance of a fish before he starts for somewhere else; a deeper forefoot would be a detriment when running off before a big sea, which has to be done oftener than many think.

The quarter beam buttock is well lifted aft for the same reason. When a big one rolls in from aft, if the stern is full, the bow will root and the boat will be extremely hard to steer. When driving into a head sea, a full stern won't settle when the bow enters a high one and the boat dives through every big sea she meets. On the other hand, too lean quarters make for hobby horse action. The quarter beam buttock as drawn limits the economical speed of the new boat to about eight or nine knots; above that speed she will just dig a big hole and fall in it, tail first.

The draft, 4′, while shoal enough to enter any harbor we are apt to use, is about the minimum for any kind of performance under sail, but is deep enough to make the outside ballast effective. The body plan shows deep sections aft, which I think desirable in any boat that will be used in the open sea, as well as being a stronger structure than the usual square rabbet and built-up deadwood. The propeller is set far enough forward and below the water line so that it will work in solid water except under the most extreme conditions. On a larger boat, I would prefer an inboard rudder but on one as small as this I think the type shown more practical. The rudder will have a hole bored through the blade at the proper spot to pass the shaft when it has to be pulled for inspection or other work, and another hole near its after edge to act as a foot rest when climbing aboard after a swim.

I have read a great deal about the drawbacks of the gaff rig, that it is hard to manage, slow, inefficient, and dangerous. Having owned both types of rig, I cannot agree with any sweeping condemnation of the gaff-header. Since the boat will be heavy, her displacement being a bit over 19,000 pounds, her draft about the minimum, her prismatic coefficient high, and her freeboard forward high, she wouldn't be smart to windward with any rig she could stand up to. As my time to use her will be limited, I won't make any long boards to windward if I can help it; not as long as the mill will roll over for me, unless it's that one occasion a year when I'm not tied down to a definite time of arrival. Consequently, the rig should be effective reaching and running, with windward ability whatever it may be. I want as short a mast as will hold up enough sail to do the work, so I have drawn a gaff-headed rig with a short gaff, totalling about 465 square feet of sail. The short mast allows good spread to the rigging, the shrouds being carried aft far enough to dispense with runners. Both staysail and mainsail are fitted with lazyjacks; when you're going around short handed, they're like a spare man in the crew. There will be a gallows for the main boom, with six feet headroom under it when the boom is stowed. The halliards will belay to pins on the gooseneck band, the forestaysail sheet will lead aft and the mainsheet will trim to a cleat aft. The bowsprit will have the customary roller chocks outboard, handy when getting under way in a crowded anchorage, and will be wider than usual, so the pulpit plank can be set on it and bolted in place, the pipes bolted to the bobstay fitting on the stem. The trysail, about 100 square feet in area, will be



Inboard profile and accommodation plan of the proposed boat

plenty to keep her from rolling to windward, and will probably be the most used sail in the locker.

The deck fittings forward will be as simple as possible. Flanking the butt of the bowsprit, there will be a pair of large wooden mooring cleats, bolted through the partner plank. At one time I was sceptical of wooden cleats for the purpose, but after a thorough trial I am all for them; the ordinary small metal bitt forward can accommodate one line, but suppose you're alongside a dock and someone comes in and makes fast alongside of you, or you want to fish a certain hole in the rocks and have to bridle her off to two or three anchors to hold her over it. A habit I've fallen into when cruising, if weather seems settled, is to lay to a pair of light anchors, bridled off, rather than to one larger one; a couple of 20-pounders on ½" line will be ample, though there will be a couple of heavy, yachtsman's type, kedges stowed under the cockpit. The chocks for the two light anchors will be abreast the forward hatch.

Both toilet and galley hatches can be held open at a slight angle to act as wind scoops or with the after edge raised as exhausters. The hatches will be sheets of transparent plastic, like Lucite, about ¾" thick, with the usual oak framing. In the middle of the toilet room hatch I will have one of the mechanical air exhausters that works as long as the wind blows. Charley Noble will be as high as he conveniently can be, supported by braces and surmounted by a Liverpool head. The Liverpool head has been very roundly condemned of late years, but here and there along the coast there is a tinsmith who knows how to put one together that works. One cause of bad draft seems to me the way the whole smoke pipe is installed; not one in twenty is straight, most have at least two elbows; and fewer than that are carried up above the deck far enough.

Now as to that big open cockpit; I realize it isn't the best arrangement for a boat that will spend much of her time offshore in all weathers but this boat won't get there unless weather conditions are reasonably good. However, instead of depending on lead pipe scuppers to clear the cockpit, the flooring will be laid aft to the transom and a couple of freeing ports about 6" by 12" will let a lot of water out in a hurry. They will have trap doors, hinged at the top, to prevent a following sea from coming aboard. The coaming of the hatch in the cockpit will be raised about 4" and the hatch will be large enough to pass an average size swordfish down below after he's dressed for market.

The fuel tanks, which will hold about 120 gallons, are securely fastened under the cockpit floor on either side, close up to the bulkhead, with about 4' 6" of clear hold space between them. This is enough space to ice down three fish in the hold; so if we ever find ourselves well out with only one fish aboard, we won't have to run in with him.

Fuel and water filler plates will be in the side decks alongside the tanks, all tanks having vents fitted with screened openings. Abaft these on each side will be a deck plate accommodating a cowl ventilator on a tube to get it up where the wind can blow through it without interruption; these vents will feed into split ducts, one discharging behind the staving, the other led down into the bilges. The exhaust opening for this ventilation system will be about twice the area of the throat of the cowl ventilator, in the cockpit staving close up under the after deck. This system isn't intended to function when the boat is under way but is intended to keep some fresh air flowing through her when she is on her mooring. There's no point in having a well designed boat built of good stock, and then sealing her tight so in a few years she begins to rot along her frame heads and the ends of her beams; plenty of fresh air everywhere is a remarkable inducement to a gracious old age in any boat. There will be two fisherman type bilge pumps, one forward of and one abaft the bulkhead; these are just a length of galvanized pipe with a foot valve and plunger of the usual type, the plungers being short enough to stow in the pipes.

The wheelhouse will be only 5' above the cockpit floor, so anyone standing in the cockpit can look over it. The deck steering wheel is mounted on the house bulkhead with throttle and clutch controls alongside it. This is the steering position that will be used when docking or picking up the mooring, the inside one being intended for comfort on long runs or in chilly weather. There will be a socket for a tiller on the rudder quadrant, for steering from aft when under sail. As the companionway is offset to port the helmsman will have

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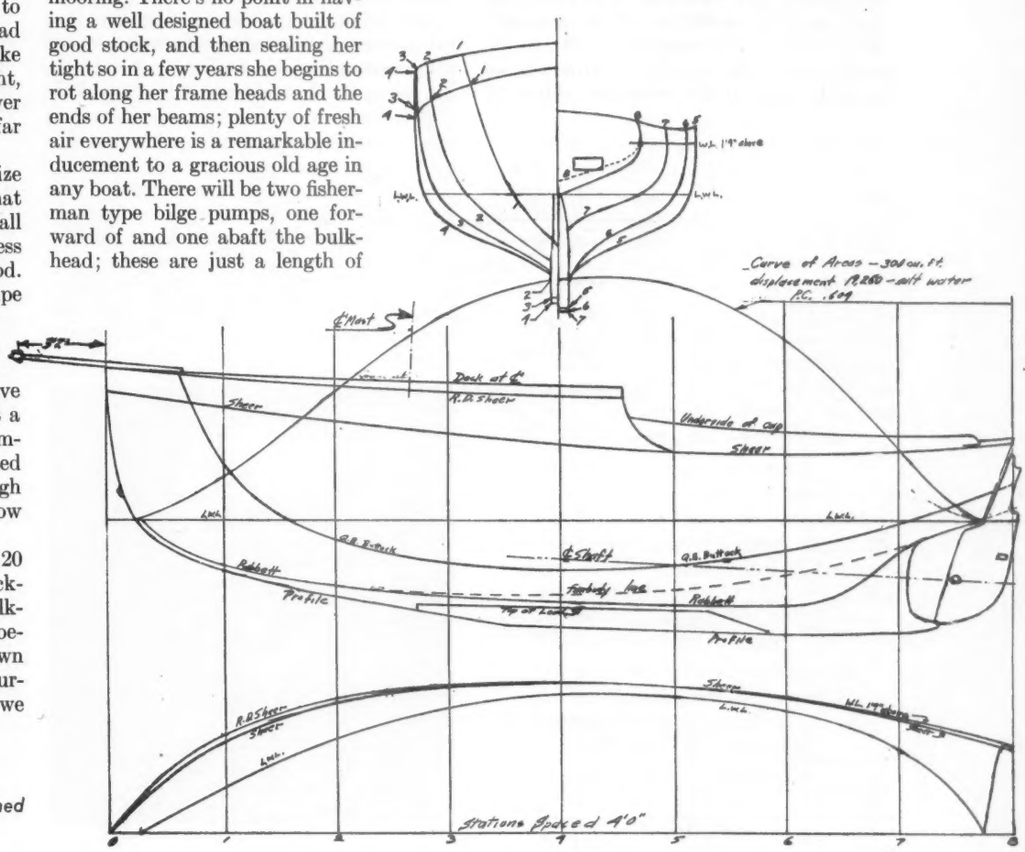
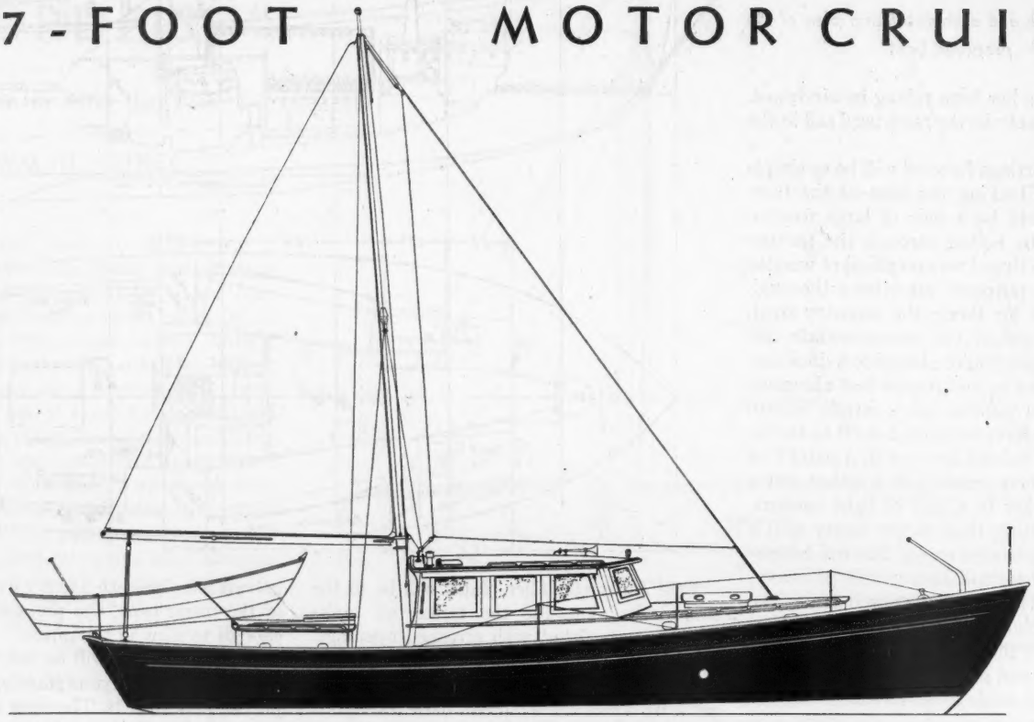


Sketch lines of "Swordfish," a cruiser designed for comfort and ability

A 37-FOOT MOTOR CRUISER



The outboard profile shows a long bow and a good sheer

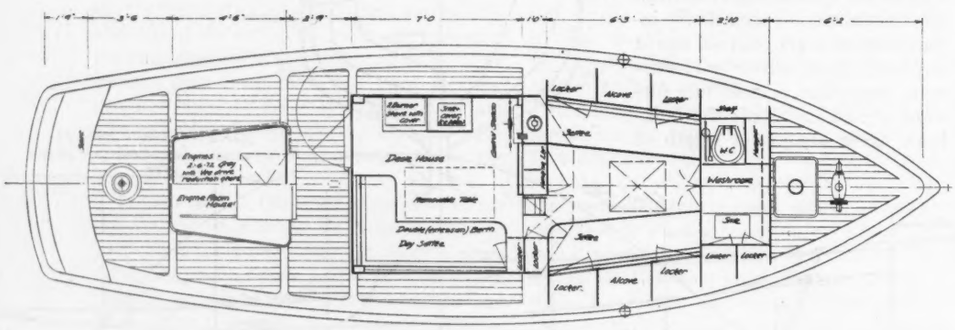
PERHAPS we should call her a motor-sailer since she has a moderate amount of canvas, although this is mainly for use as steadying sail. The boat is from the board of Henry A. Scheel, formerly of Provincetown, Mass., who writes: "This 37′ power cruiser pleases me indeed. She is an honest cruising boat, able to take what it gives, and one with which the owner should be entirely satisfied."

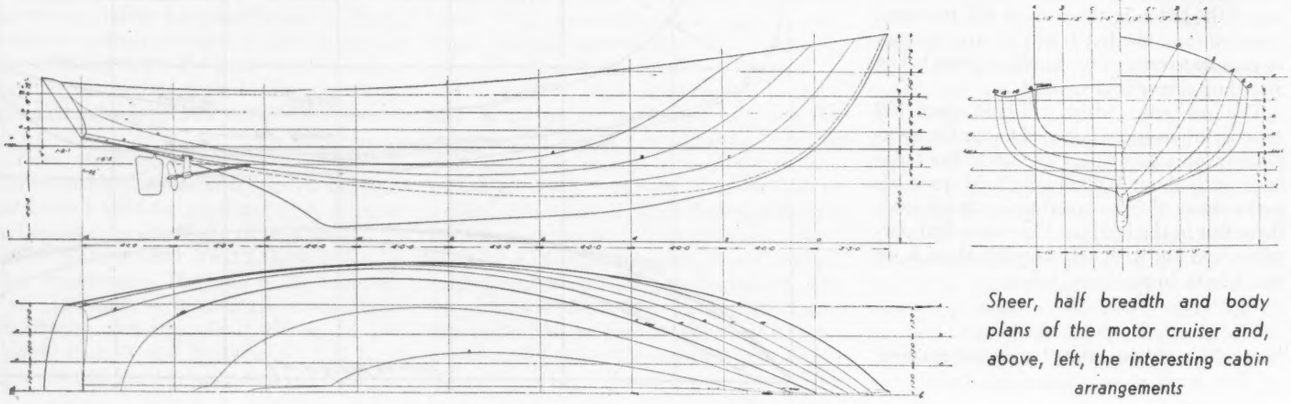
She is 37′ 0″ in length over all; 30′ 3″ length on the water line; 11′ 2″ extreme beam and 9′ 1″ beam at the water line; and 3′ 6″ draft. Her displacement is about 13,000 pounds. The drawing of the lines show an easily driven hull which should be capable of dealing with seas in considerably more comfort than would a boat of lighter draft. Her raking stem and pronounced sheer should help to keep her dry when being driven into a head sea.

The arrangement is interesting. The long cabin trunk gives good headroom below and the generous deckhouse affords a fine lounging space. On the starboard side of the deckhouse is an extension berth capable of sleeping two, while to port are the galley arrangements. Forward, below, is the main cabin, with a transom berth on each side with plenty of capacious lockers above and outboard. A wash room is located forward. If folding uppers were provided, four adults could be accommodated in the cabin, bringing the total complement up to six. The fore peak is reached through a hatch. Abaft the forward end of the house, the deck is lowered so that the bulwarks provide safety for the small children of the owner.

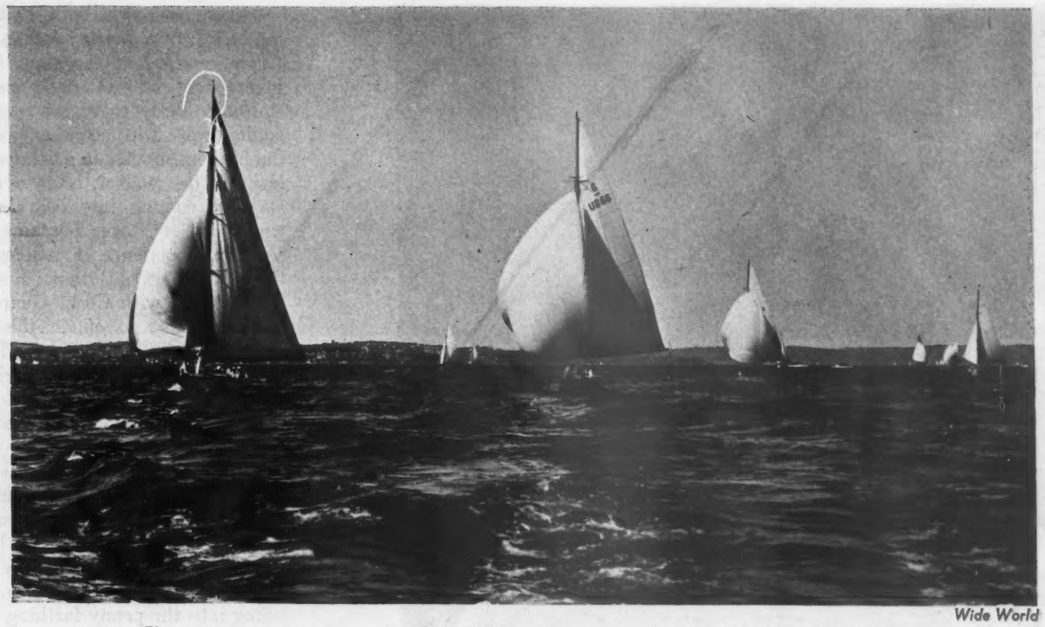
The power plant consists of a pair of Gray 6–70 engines fitted with reduction gear V drives which should give the boat a cruising speed of about 12 knots. A small house erected over the engine room makes the power plant instantly accessible. A seat runs across the after end of the main deck.

The sail plan is small, the mainsail having but 110 square feet of canvas and the jib 100, 210 feet — not a great deal for a boat 37′ in over all length. Altogether, she is an extremely interesting design.





Sheer, half breadth and body plans of the motor cruiser and, above, left, the interesting cabin arrangements



Wide World

The 1943 season opens at Seattle with the yachts running before it on Lake Washington

THE MONTH IN YACHTING

ROY BARCAL A JAP PRISONER

▶ William J Haedtler, of Chicago, writes us that Roy M. Barcal, former Chicago yachtsman who lived in Manila in recent years, is a prisoner of war. He started sailing while he was a high school student, his first boat being *Anna C.D.*, of the Jackson Park Y.C. Later he owned the 50-footer *Illinois* and the Class P boat *Intrepid* and, with Frank Snite, *Olympian*. Some of the most prominent yachtsmen of Chicago sailed with him during his racing years. He won the Mackinac Cup five times.

In the middle of June, a radio message from Tokyo was received by an amateur station in Minnesota. It read: "Laura (Mrs. Barcal) and I are here in Santo Tomas Internment Camp and both are well. There are approximately 3000 of us here. We have been here since Jan. 5, 1942. Had no opportunity to write sooner. Please advise all our friends and relatives; also our yachting friends. Hope you and family are all well. As ever, Roy M. Barcal."

Anyone desiring to write the Barcals may do so by addressing the envelope as follows:

Civilian Internee Mail *Postage Free*
Mr. Roy M. Barcal, American Internee
Camp Santo Tomas
Manila, Philippine Islands
Via New York, N. Y.

MORGAN BARNEY

▶ Born in New Bedford on September 25th, 1878, he died in Stamford Hospital on June 22nd, 1943. He was the son of George and Juliet A. M. Barney and a descendant of the Howlands of New Bedford.

As a child, his summers were spent on Nashawena Island where his parents owned a house at Quicks' Hole. Later, his vacations were spent at South Dartmouth where he built several small sail boats with which he won races against boats designed and sailed by older and more experienced men.

Having thus come by his love for things nautical, he attended the Massachusetts Institute of Technology, graduating from the course of Naval Architecture in 1900. He then came to New York where he worked with the well known naval architect H. C. Wintringham on yachts and commercial vessels. At this time the smaller steam yachts were being replaced by the motor yacht due to the advent of the internal combustion engine. This called for a new type of hull and Mr. Barney's vision led him to open a designing office of his own where he produced many of the outstanding large motor yachts of the time, developing several features still regarded as fundamental in the yachts of today. His designs were considered as being particularly seaworthy, distinctive in appearance, and economical in operation. He also designed several cruising sailing yachts. He preferred to devote his time to this class but the trend of the time was toward power.

Morgan Barney

During World War I, he used the State Pier at New Bedford as a shipyard where he converted several iron ore barges to oil tankers with the use of concrete, an ingenious conservation of essential materials and space. He was also associated with the late Hudson Maxim in the design of a torpedo-proof ship, and in the propulsion of torpedoes. He worked with British commissions on secret devices to combat the submarine menace.

He was one of the older members of the New Bedford Yacht Club, was a member and measurer of the Indian Harbor Yacht Club, including the period of the eventful P boat contests, and was one of the amateur crew of *Mineola* in her historic contest with *Yankee*. He was one of the founders of the New York Technology Club.

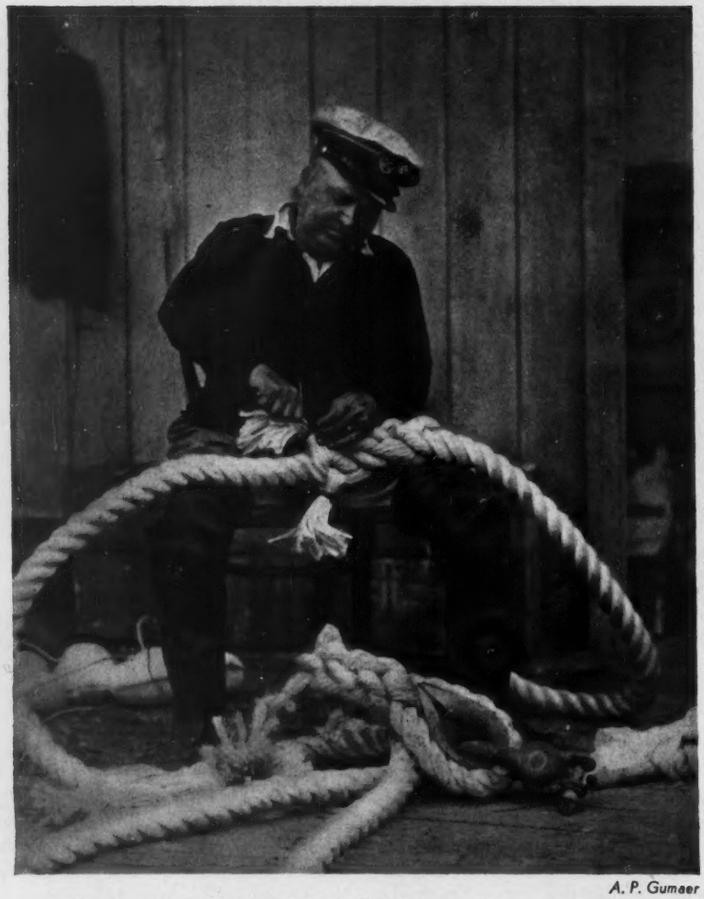
At his request, his ashes were buried in Long Island Sound, the ceremony taking place on a yacht he owned at the time of his death. A poem, beautiful in its nautical appeal, by Mary Sinton Leitch, a lifelong friend, was composed for the ceremony.

"He loved the winds of ocean,
The long clean curves of ships:
His heart beat high with wonder
When salt was on his lips.

"For him the shaking halliards
Sang a sturdy tune:
No oak was half so regal
As a mast against the moon.

"His mind was wide and windswept,
By no horizon bound.
Beyond the sloping beaches
Where breakers lift and pound.

"Still onward now and seaward,
Still outward and afar,
He sails forever seeking
An undiscovered star."



A. P. Gumaer

Captain Olsen, at the Stamford Yacht Club, turns in a few splices

Morgan Barney leaves a wife, Nora Stanton Barney, a daughter Rhoda, and a son John, also a sister Mrs. Anne Barney Sharp.

MC MILLAN CUP JOINS THE MORSS TROPHY AT M.I.T.

▶ Inter-Collegiate Y.R.A. history was written off Marblehead when Captain Ralph L. Evans, Jr., and his crew of R. Theodore LaPier and Samuel D. Parkinson, accomplished a long cherished dream of Tech sailors by capturing the McMillan Cup in a series under Pleon Y.C. colors.

For 15 years, this oldest of college yachting trophies had remained the exclusive possession of the small group of colleges which commenced competition for an annual championship off Pequot back in 1928. In the intervening years, Princeton was successful on five occasions, Dartmouth and Harvard triumphed thrice each, and Williams and Yale each captured it twice; even after 1937, when the competition was broadened to include the entire regular membership, this group continued to dominate the annual series.

This June, however, the last-minute withdrawal of the defending Dartmouth team left Harvard as the sole member of the "old guard" in the 1943 finals. The victory of M.I.T. marked another milestone. By winning the McMillan Cup a month after regaining the Morss Trophy, Tech became the first college to hold both simultaneously.

The 1943 championship was sailed in smaller boats than usual when the competition was held in the National 110 Class, chosen because their parachute spinnakers and Genoa jibs reproduced big boat conditions.

Capt. Ralph Evans sailed Tech's entry beautifully under trying conditions. The winds were tricky and shifting and the committee was handicapped in laying out good courses by wartime restrictions on sailing areas and gasoline for a judges' boat. With an inside starting line off the Corinthian Y.C. and verbal instructions in some cases, anything could and much did happen which, in normal times, would have been avoided.

Two races were sailed on Sunday. Navy's Roger Fontaine won the opener, a four-hour drifting match with everyone having a turn at the lead and some confusion resulting over the lack of a specified time limit. The contestants themselves straightened out the matter by a fine display of sportsmanship on the part of Charles Daniel, of Coast Guard, and George O'Day, of Harvard, both of whom suffered severely by their own decision. The second race was sailed in a fine southwest breeze, O'Day winning for Harvard in the last quarter-mile at the expense of Coast Guard and Navy, the latter being disqualified for failing to give buoy room.

In a fair easterly breeze on Monday morning, Ralph Evans outsailed the fleet in a contest complicated by difficulty in finding the proper mark. Harvard was second and Coast Guard third. The fourth race was the best of the series with a true wind from southeast and no complications as O'Day scored his second triumph. Jonathan Bushnell, Haverford, was second and M.I.T. third.

This sent Harvard into the final race leading M.I.T. by a quarter-point and O'Day had Evans covered at the start. However, the breeze went flat just after the start and then shifted to destroy the windward leg. Meanwhile Evans, with a fine exhibition of keeping his boat moving in a calm, sailed into the lead. On the reaches, Navy overtook M.I.T. and led coming into Marblehead Harbor where Ensign Roger Fontaine had the unpleasant experience of helplessly watching the entire fleet sail around his craft. Evans finished first with Coast Guard second and Harvard third to clinch the trophy. The scores: M.I.T. 26½, Harvard 24½, Coast Guard and Haverford 18 each, and Navy 12¼.

LEONARD M. FOWLE

SHE'S A "BRIGATE"

▶ Douglas P. Urry, of Vancouver, B.C., who was responsible for the interesting design of *Nonsuch* some years ago, has been trying to work out a two-masted rig which would have a smaller mainsail than a schooner "without falling into the penny farthing aspect of the yawl or ketch" and splice on to that a square rig of the sort he tried some years ago in *Cresset*. He writes:

"I call the result a *BRIGATE;* don't ask

A model of Douglas Urry's "Brigate" shows a combination of fore and aft and square rig

me why; there is no justifiable derivation and no excuse except fancy. She is derived from about a half pint of everything. I have bor-

With square sails furled and their yards on deck, she becomes a staysail ketch

rowed freely and, I hope, copied nothing. One can apologize for borrowing but copying is always bad art. A derived name would involve a mortal lot of hyphenated phraseology. I like my names compact, so she is a brigate. . . . I have given little or no thought to anything except the outward appearance of the ship so the pictures convey about all there is to tell for the present."

CALENDAR

July 31–August 7 — Marblehead Race Week.
August 1 — Annual Regatta, Cleveland Y.C.
August 6–7 — Twentieth Annual Regatta, Edgartown Y.C.
August 7–11 — I.L.Y.A., Anniversary Regatta, Put-In-Bay, Ohio.
August 14–15 — Annual South Shore Regatta, Vermilion Y.C.
August 23–29 — Star Class World's Championship Skipper Races, Great South Bay, L. I.
September 4–6 — Twenty-third Annual Fish Class Championship, Sir Thomas Lipton Trophy, Gulf Y.A., Pensacola, Fla.

Lake Michigan Y.A.

July 27–August 1 — Annual Cruising Race, Escanaba Y.C.
July 31–August 1 — Virginia Trophy and Milwaukee Journal Regatta, Milwaukee and South Shore Yacht Clubs.
August 5–6–7 — Lipton, Nutting, Gehrmann Trophy Races for R, S and Tumlaren Classes, Chicago Y.C.
August 14–15 — Green Star Championships, Chicago.
August 15 — Regatta, South Shore Y.C., Milwaukee.
August 20–21 — Great Lakes Star Championships, Sheridan Shore Y.C., Chicago.
August 22 — Annual Wind Point Race, Milwaukee Y.C.
August 29 — Annual L.M.Y.A. Regatta at Chicago.
September 3–6 — Tri-State Race, Chicago-St. Joseph-Michigan City-Chicago, Chicago, Columbia and Jackson Park Y.C.
September 4–6 — Star Class Shipping Board Trophy Races, Chicago.
September 11–12 — Lutz Trophy Race, Class Q (Eight-Metres to rate as Q's), Jackson Park Y.C.
September 19 — Annual Sheldon Clark Regatta, Chicago Y.C.

Y.R.A. of Long Island Sound Championship Races

August 1 — Larchmont Y.C.
August 8 — Riverside Y.C.
August 15 — Huguenot Y.C.
August 22 — New York A.C.
August 29 — Port Washington Y.C.
September 5 — Seawanhaka Corinthian Y.C.
September 6 — Larchmont Y.C.
September 12 — Manhasset Bay Y.C.
September 19 — Indian Harbor Y.C.
September 26 — Horseshoe Harbor Y.C.

Non-Championship Races

August 7 — Riverside Y.C.
August 14 — Manhasset Bay Y.C.
August 21 — Horseshoe Harbor Y.C.
August 28 — New Rochelle Y.C.
September 4 — Larchmont Y.C.
September 11 — Manhasset Bay Y.C.
September 18 — Indian Harbor Y.C.
September 25 — Horseshoe Harbor Y.C.

Chesapeake Bay Y.R.A.

July 31–August 1 — Regatta, Cambridge Y.C. (Tentative).
August 6–7 — Regatta, Miles River Y.C.
August 8 — Race Back from Miles River, Maryland Y.C. (Tentative).
August 13 — Gibson Island-Oxford Race, Chesapeake Bay Y.C.
August 13–15 — Regatta, Tred Avon Y.C.
August 14–15 — Races, Chesapeake Bay Y.C.
August 21–22 — Regatta, Sparrows Point Y.C. (Tentative).
August 28 — Races, Naval Academy Y.S.
August 28–29 — Regatta, Indian Landing B.C.
August 28–29 — Regatta, Rappahannock Y.C.
September 4 — Cedar Point Race, Gibson Island Y.S.
September 5–6 — Regatta, West River S.C.
September 11–12 — Regatta, Urbanna Y.C.
September 11–12 — Regatta, Elk River Y.C.
September 18–19 — Regatta, Potomac River S.A. (Tentative).
October 3 — Start of Fall Series, Annapolis Y.C.

Intercollegiate Yacht Racing Association

(Tentative)

August 14–15 — Star Class Championship Regatta, Coast Guard Academy.
August 21–22 — Fowle Memorial Trophy Regatta, Nautical Association of M.I.T.
September 25–26 — Danmark Trophy Regatta, Coast Guard Academy.

"I'm scare lak leettle mouse"

DE JEEB TOP-SAIL

Dat's fonny t'ing, dis cruise beez-nesse,
  Dat's w'y I write de pome.
W'at for you lak soche fooleeshnesse
  Instead of stay at home?
Wan tam las' year I'm start him out
  On wan schoonerre, small size,
From Provincetown to Frenchman Bay —
  Bagosh, we tak de prize.

Dat's worser treep I'm never see,
  Got rain mos' ev'ry day;
De fog so teek can't see de shore
  An' soak all tam wit' spray.
Wal! Jus' about tree day at sea
  De win' she start for blow,
An' den de wave got beeger steel
  Wit' rain an' freeze, also.

For two, t'ree day she blow an' blow,
  Wit' wave more beeg as house;
Le Bon Djeu send for me, sure t'ing,
  I'm scare lak leetle mouse.
De boat she jomp t'ree story high
  An' peetch an' roll aroun'.
I t'ink ma stomich stay in sky
  W'en boat she's comin' down.

Can't go downstair, don't smell lak rose
  W'en Captinne close de door.
But don't care moche, I feel so seek —
  Mebbe jomp overboar'.
Dat's nice tam den, can't see no harm
  For t'ink of chilehood day
W'en we was young an' leev on farm
  An' ev'ryt'ing was gay.

De mos' bes' tam I 'member, me,
  Dat's twenty year ago
W'en I was go on grand soiree
  An' spark de girl, also.
I'm dreamin' den — forget de boat,
  forget about de gale —
W'en all at once de Captinne shout
  "Tak' down de jeeb top-sail."

Dat's ver' close I'm call him den,
  An' tole him dis, also,
Should tak' de dam t'ing down right off
  'Bout two, t'ree day ago.
Dat's w'en I hear mos' bigges' noise
  An' look aroun', tout suite,
An' see gran'fader of all wave
  Com' t'row me off ma feet.
Don't see mese'f w'at happen den
  Because I'm tak' de dive.
Mebbe, I'm meet de ole Neptune —
  Suppose I'm steel alive.
Wal! Wen de boat she stan' up straight
  I'm hook on main cross-tree
Lak' wash dat's hang out on de line
  Bagosh, jees-cri, sapri.

De Captinne, down on deck below,
  Look up at me an' grin,
"You see how good she tak' dat wave
  Wit'out she got bus' in.
She's stronger boat more I can tole
  Dat's never on de worl'
From Kennebec to Great Salt Pon',
  Ba-gosh she's ma bes' girl."

"Dat's right, Captinne, jus' w'at you say,
  De boat she's plaintee strong,
But now you see w'at happen
  W'en you carry sail too long.
I want you see dat leetle cloud
  Dat's flyin' lak de geese,
If win' kip up, dat jeeb top-sail
  Mak' Boston Light, at leas'."

Wal! Affer w'ile de win' go down,
  We pass on Isle O'Haut,
T'row beeg ankeer an' look aroun',
  An' furl de sail, also.
Have two, t'ree dreenk, an' den some more,
  Get plaintee tight, for sure,
Have lot of fonne an' sing some song
  L'amour, toujours, l'amour.

An' den de Captinne say, "ma fren',"
  An' wink on bote hees eye,
"Don't look moche now lak you was man
  W'at tink hees commin' die.
I wan' you tole jus' how you feel,
  Don't mine de politesse,
Eeef mebbe so, you change de mine
  Bout all dis cruise beez-nesse."

So right off den I say lak dis;
  "Captinne, I may be wrong,
But eef nex' year you tak' de cruise,
  I t'ink I go along,
Be dere on han' wit' bell on toe
  T'ree day before sunrise
An' breeng de present, too, also,
  One jeeb top-sail, small size."

W. GILBERT DUNHAM, BOS'N
U.S.C.G.R.

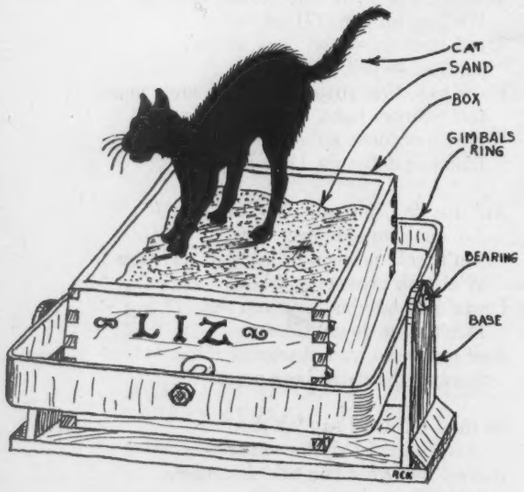
"I'm hook on main cross-tree"

"GADGETS & GILHICKIES"

A Seagoing Sandbox

▶ From that once sleepy little town of Greenport, on the eastern end of Long Island, a fine fleet of former sailing yachts are doing yoeman service in the Coast Guard's offshore patrol. In fair weather and foul, in winter and summer, they sail on their appointed tasks and it is certain that the experience gained here will have a profound and lasting effect on offshore cruisers of the future — both man and boat. I saw in action some of the youngsters that compose a large part of the personnel of this operation and came away with faith renewed in the safety of our country and the future of American yachting.

▶ That all warfare is not grim is evinced by the letter I received from a member of the Coast Guard offshore patrol at Greenport. He says: "In our schooner, we have experienced much difficulty in keeping our ship's cat contented. The rough work offshore

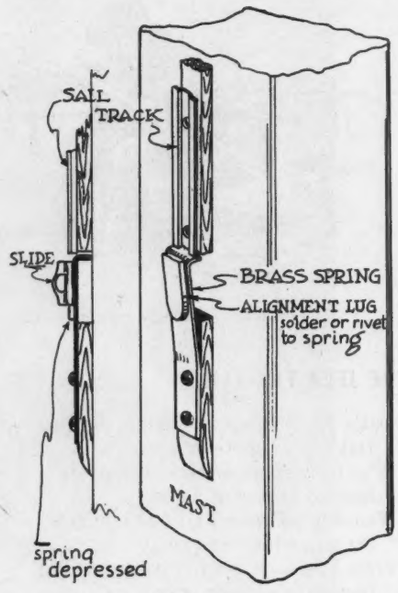


has been the reason for a long succession of cats leaving our bed and board for more comfortable surroundings, usually a local potato farm, well inland. Driven to desperation after seven successive cats had jumped ship, we were finally forced to devise the sandbox in gimbals, shown herewith. Since installing this contraption, we have enjoyed complete coöperation from the feline member of our crew.

"Construction should be of the best Honduras mahogany, with dovetailed corners and finished off with six coats of tough spar varnish. Mahogany standards and polished brass gimbal ring finish off the assembly except that, if the cat is a heavy one, it may be necessary to filch a few pigs of lead from the bilge to ballast the box." Perhaps this one should be referred to the Privy Council.

An Improved Mast Track Lock

▶ An annoying problem that frequently confronts the sailor whose mast is equipped with a sail track is that of preventing the slides from falling off its lower end, both when bending and lowering sail. I have seen



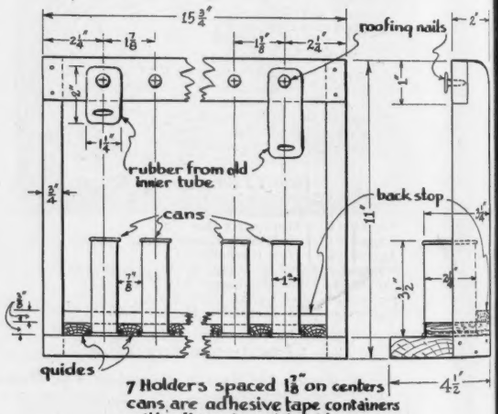
many methods tried to solve this problem; wood screws, cotter pins or even wooden pins fitted into a hole bored at the foot of the track, but these are all unsatisfactory because they are so easily lost overboard. My favorite cure is to use a short piece of track pivoted on a screw below the main track and overlapping its lower end as more fully described on page 56 of the October, 1942, issue of YACHTING.

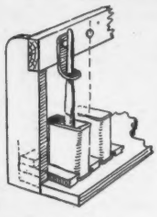
The sketch shows a variation from the above that has been worked out by Austin Murray, and it seems to have much to recommend it; particularly the guide which serves to steer the slides onto the track with a minimum of fumbling. (A guide of this kind could also be installed to advantage on the boom — minus the spring, of course.) The sketch that Mr. Murray sent along is so clear that the construction should be apparent without further description. The only improvement that occurs to me is a method of locking the spring in the open position so that, when it is desired to remove the sail on the run, it will not be necessary to depress it by hand as each slide is removed. This would be quite simple to arrange.

A Brush Saving Gallows Frame

▶ In these times, when paint brushes have to be carefully conserved, it seemed appropriate to give the matter a little thought so I recently made for myself the gallows frame sketched herewith. This will accommodate seven brushes, from the smallest size up to 2" wide. By substituting tobacco cans for the small adhesive tape cans that I used, larger brushes could be kept as well. The advantages of this scheme over the old brush keeper, where all the brushes are suspended in one large can, are several. It uses much less turpentine; different colors are kept separate and there is less tendency for gunk to accumulate in the bottom of the can. Brushes should, of course, have as much paint as possible worked out of their bristles before putting them in the cans. A little care in this will make the turps last a lot longer before it is necessary to change it. The cans are not watertight so that it is necessary to scrape off the finish at the seams and to solder them, to be sure they will not leak.

The construction of the rack itself is so simple that little description is needed. It is made of odd pieces of ¾" pine that were lying around my shop and is nailed together. The roofing nails have large, buttonlike heads which are nice, but not necessary — any nail or hook will do. The rubber pieces were cut with a pair of scissors from the remains of an old inner tube; doubling the rubber back makes it easy to cut the "button holes" at one operation. Different lengths and hole sizes will be required for different sized brushes. The retaining guides that hold the cans are rabbeted to fit over the bead around the can's lower corner and should fit closely enough so that the can will not wobble while a brush is being wiped off on its upper edge. The covers that come with this type of can should be kept handy so that they may be put on to prevent evaporation of the turpentine while the brush is in use. I do not advocate keeping brushes in this way permanently but simply during the painting season. They should be carefully washed out with Gold Dust and water, taking care to get as much of the paint as possible out of the heel, then hung up to dry. When thoroughly dry, they may be treated





A brush saving gallows frame

to a light application of neat's-foot oil to keep them limber; this has to be completely removed before use, however, as it will prevent paint from drying. (Gasoline or turps will remove it.) Finally, wrap your brushes in paper to protect the bristles and lay them away in a drawer. They will serve you for many years if taken care of in this way.

HAM DE FONTAINE

CHAMPION SPARK PLUGS

go to sea in countless fighting and patrol craft today, which are charged with duties that must be carried out regardless of wind and weather. The steady firing of spark plugs is a major factor in keeping their engines dependable—and reflects the traditional and unexcelled dependability of Champions.

The enormously important part played by small boats in this global war is an epic which will one day take its rightful place in history. The men who man these craft, the designers, the builders and the engineers all deserve their share of credit.

The small but vital spark plug plays its role, almost unseen and unsung. If it plays its part to perfection, it calls no attention to itself—but in so doing it silently and automatically adds to its reputation.

Hence when the need for spark plugs arises, strong preference is given to those which experience has shown to be the most dependable under stress or in time of emergency.

We are proud to record that Champion Spark Plugs, in use in craft of every type, and in combat zones everywhere, are daily adding to their reputation for outstanding performance and dependability.

FOR NATIONAL SECURITY—FOR PERSONAL SECURITY—BUY WAR BONDS

AN OUNCE OF PREVENTION

PATRIOTICALLY CONSERVING FUEL for the war effort means sacrificing cruises this year, yet many yachtsmen still enjoy life on the water by using their craft as summer residences. For a cool, restful week-end afloat affords the stimulating change so necessary during the present emergency.

But — it's just as important as ever to be sure that your yacht insurance is properly arranged to protect your boat while you and your family are living aboard. Our recent booklet, "The ABC of Yacht Insurance", gives valuable suggestions on boat care under existing conditions. Send for T-10 today!

CHUBB & SON

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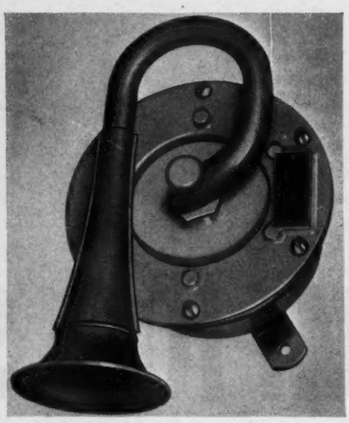
WATERFRONT NEWS

By "BEACHCOMBER"

SCHWARZE MARINE HORNS

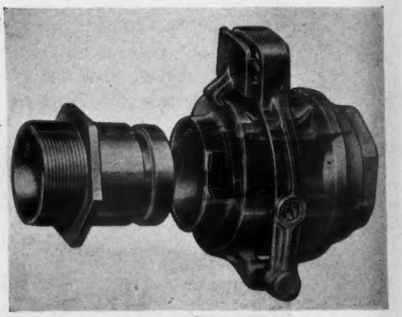


▶ Engineering advancements which have been brought about by the present war have had a pronounced and immediate effect upon the design and manufacture of all types of marine equipment. Outstanding examples of scientific advancement are the numerous types of audible electric marine signals which are now being produced by various manufacturers.

The Schwarze Electric Co., of Adrian, Mich., has just published a catalog of its latest Schwarze-Faraday signals, many of which will be of particular interest to the yachtsman. Featuring great power, wide variety of character, tone, and high dependability, they are built to the specifications of the Navy and Maritime Commission, and exceed their maximum performance requirements.

This new catalogue includes horns, bells and buzzers. Among the types described are: straight projector, two-way projector, grille, Air-Trumpet with motor-compressor unit integral, sirens, "Kodaires" for both exterior and interior use, bells, cow gongs, chimes and buzzers. The model here illustrated is an all-electric Air-Tone Resonated Marine Horn.

WIGGINS QUICK DISCONNECT COUPLING



▶ The instantaneous release feature of this coupling is finding many wartime uses, particularly for fueling at sea. Undoubtedly this device will also find many peacetime uses not only on pleasure vessels but around yacht yards and yacht clubs.

Marine couplings from 2" to 10" in size are disengaged by releasing a latch and throwing a lever. Connection is made by placing the two ends of the coupling together and raising the lever. There are no bolts to tighten, no threads to match and no tools to be used.

Wiggins Quick Disconnect Coupling Division, E. B. Wiggins Oil Tool Co., 3424 East Olympic Blvd., Los Angeles, Cal.

SEA RESCUE LAMP DESIGNED FOR LIFE RAFTS

▶ What may prove to be the ideal type of yachtsman's emergency signal light has recently been developed by the Lamp Division of Westinghouse. No larger than a walnut yet so powerful that it will project a 1500 candle power beam visible for 60 nautical miles, this midget searchlight has been designed to aid the rescue of aviators forced down at sea.

Packed with the rubber life rafts with which all ocean-flying military aircraft are now equipped, one of these lamps will be worn by each member of the crew. The light fits on a band around the head, like a miner's cap, so that the wearer can have both hands free. One half of the lamp bulb is silvered to provide a reflector. The lamp thus becomes a complete optical package in itself and requires no metal reflector or glass lens. It is mounted in a waterproof housing to protect it from damage and contains a single tungsten filament. If burned all night long, one of these lamps would last about ten nights or 100 hours. Westinghouse Electric & Manufacturing Co., East Pittsburgh, Pa.

SOME DAY HE'LL SAIL FOR FUN AGAIN!

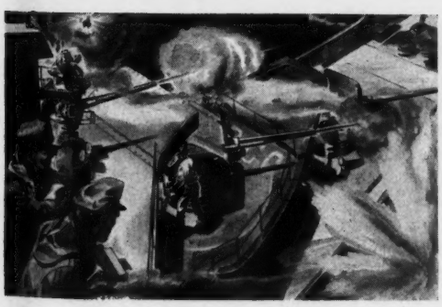
when the last of the wolf-pack is swept from the sea!

When Jim comes home to stay — when you hear his thumping boots on the stairway — his merry whistle — that will be the day!

And we'll be ready for the army of boys who are earning their sea legs the hard way—who feel the salt of the sea, the tang of the breeze—whose deeds in out-of-the-way ports are front page news!

Today Federal-Mogul Marine is equipping an endless fleet of fast, hard-hitting craft for the Allied Navies with efficient, custom-designed Equi-Poise and standard propellers.

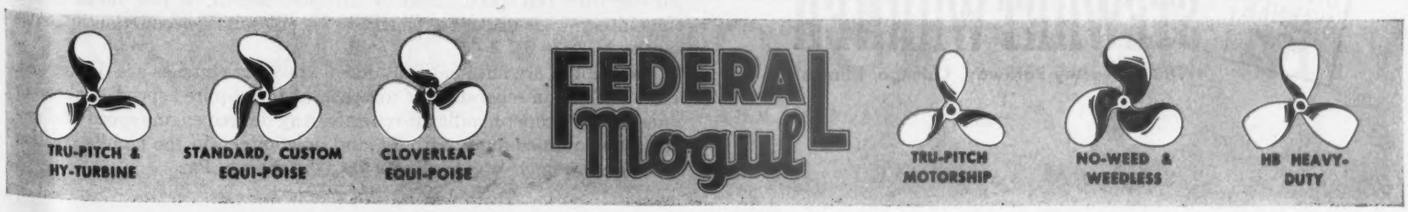
Tomorrow, when men "sail for fun again," the world's largest builders of motor boat propellers will service a new and greater armada of pleasure craft with the finest of all Federal-Mogul products. Federal-Mogul Marine, 4036 Beaufait Avenue, Detroit 7, Michigan.



Smash the Axis Pig Boats—Trim, deadly, these powerful new Navy-designed DE Boats are hard-hitting. Built to kill the skulking Nazi subs, equipped with every anti-sub device known, their Federal-Mogul propellers insure speed at the punch!

The Amphibian "Duck"—Hurricanes of power, these new amphibian "Ducks" of the Army Command are driven by Federal-Mogul custom-designed propellers. In addition to use in landing and cross-country operations these vehicles frequently do emergency off-shore lighterage duty.

With the Tang of the Sea—No need to whistle for a breeze in these sleek power boats. Matching hull, engine and propeller design, Federal-Mogul Marine utilizes the last ounce of power from throbbing engines, to give flashing speed and better propeller efficiency.



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Meet Rigid Requirements of the
UNITED STATES NAVY

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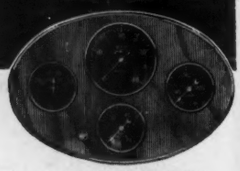
Many Types of Craft Depend on This World-Famous Accuracy!

LONG before there was a war, the United States Navy was using Stewart-Warner Marine Instruments. But today, with every Navy man on the alert and every Navy craft meeting wartime demands, Stewart-Warner Instruments are serving on many new types.

These include: motor sailers, amphibian tanks, rearmament boats, landing boats, landing lighters, patrol boats, crash boats, tank lighters, picket boats, ship-to-shore boats, and aircraft rescue boats.

Whether your need is for complete instrument panels or separate instruments, the same dependability which has served the Navy for so long is available to you!



"THE ADMIRAL"
Smart oval shape; for gasoline or Diesel engines; special fuel oil pressure gauge optional for Diesels. Size: 11⅛" by 7⅜". Indirect lighting.

"THE COMMANDER"
All electric instruments. Eliminate tubing and flexible shaft on gauges and tachometer. Size: 7" by 6¼". Indirect lighting.

"THE MATE"
Ideal for light craft with narrow instrument board. Size: 11-29/32" by 4-29/32"; flush type mounting; indirect lighting. Dial markings, white on black; black enamel bezel. Includes oil gauge, ammeter, tachometer.

ELECTRIC TACHOMETER
For independent mounting on wood or metal instrument board. Available in your choice of many face readings. Diameter, 4-5/16".

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HERSCHEL MICARTA BEARING

▶ After an extensive period of experimentation, a solid marine bearing has been announced by the Herschel Engineering & Supply Co. Manufactured from Micarta, these bearings are made to fit the varying diameters of shafts to be found in auxiliaries and motor boats.

For sizes to 3½", outside measurement, they come in one piece; over that, in two. The bearings are made in lengths up to 11" and the maximum sizes have a Micarta sleeve for added strength.

It has four squared grooves that permit water lubrication and provide a free channel through which sand will wash. Herschel Engineering & Supply Co., 512-14 South Delaware Ave., Philadelphia (47), Pa.

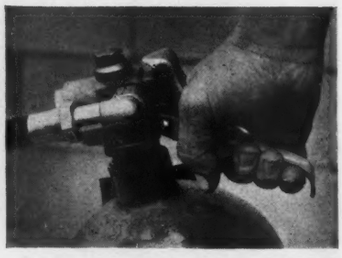
FLAMEFOIL — A WATERPROOF AND FIREPROOF FABRIC

▶ Barrell Flamefoil is the most recent development in flameproof fabrics. It will not flame, it will not carry a live coal and it will not, of itself, support combustion. Intense heat may carbonize the cotton but any such damage is confined to a small area at the actual point of contact.

Not only is this fabric waterproof, it is also mildew resistant. There are many types of mildew, consequently a mildewproof fabric must be immune to the ravages of all types of the destructive spores. Tests have revealed that this fabric is not affected by moisture, rain or outdoor exposure.

It is available in 8 oz. and 10 oz. Army duck, and in the following colors: Khaki, green, terra cotta, blue, aluminum and tangerine. William L. Barrell Co., 40 Worth St., New York.

"SQUEEZ-GRIP" FIRE EXTINGUISHER VALVE



▶ A type of valve for carbon dioxide fire extinguishers, known as the "Squeez-Grip," has been developed by the C-O-Two Fire Equipment Co. The valve operates by a lever directly over the carrying handle of the extinguisher and, by merely applying pressure or squeezing with one hand, the valve is opened and the gas discharged. On releasing the pressure, the valve closes and the gas discharge is immediately cut off.

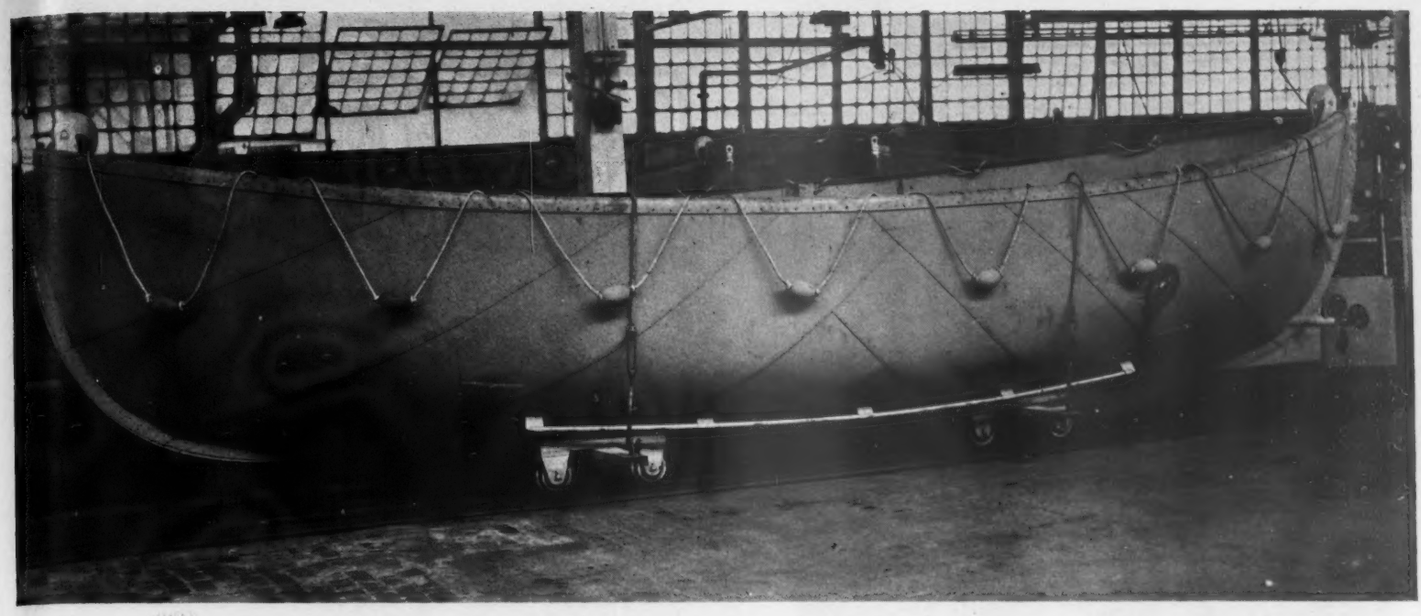
The "Squeez-Grip" valve is applicable to any size carbon dioxide extinguisher of the hand type. C-O-Two Fire Equipment Co., Newark, N. J.

PNEUMATIC REMOTE CONTROL SYSTEM

▶ Typical of the several types of pneumatic control systems developed by the Westinghouse Air Brake Co. is one which provides for pilot house control of reversing clutches, and Diesel engine speed regulation in a twin screw vessel. The several functions of this system are initiated by a "Controlair" having two operating handles: one for the port engine, another for the starboard engine.

Each clutch is shifted by a pneumatic power cylinder device by which the air pressure load is automatically released from the thrust bearing after the clutch is engaged. Regulation of engine speed is effected directly by an "Actuator," connected to the governor mechanism. Speed can be increased or decreased in graduations of any desired degree by moving the handle forward or back. It is impossible to shift either control handle from neutral to the speed control zone without passing through the clutch engaged position in proper sequence. Moreover, an interlock feature prevents shifting from full speed ahead to full speed astern, or vice versa, until a time interval has elapsed sufficient to permit suitable reduction in engine speed.

The engines are automatically idled when the clutches are disengaged. They can be run separately or together, at the required speed — ahead or astern — by proper handle movements. Any desired engine speed or direction is maintained automatically, and indefinitely, in the handle position selected. Westinghouse Air Brake Co., Pittsburgh, Pa.

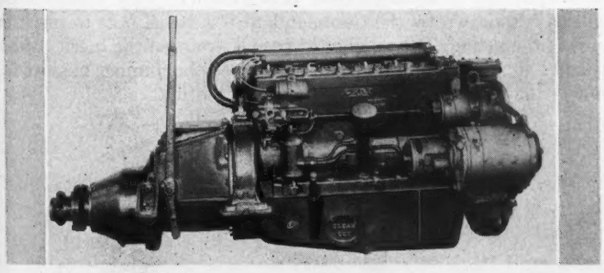


WANTED...

YOUR ENGINE FOR A WARTIME SPOT

Used engines between 20 and 50 hp. are needed now for replacement power in lifeboats on Allied shipping reaching our ports. Larger sizes are also needed for replacement power in large and small commercial fishing vessels, to help provide the nation with seafoods.

We can put you in touch with persons and situations needing engines and appreciative of your patriotic consideration. A fair cash price and personal satisfaction in helping out, awaits those who respond to this appeal. Write giving size, make, age, use, equipment, condition, complete to Gray Marine Motor Co., 3000 East Jefferson Avenue, Detroit, 7, Michigan.



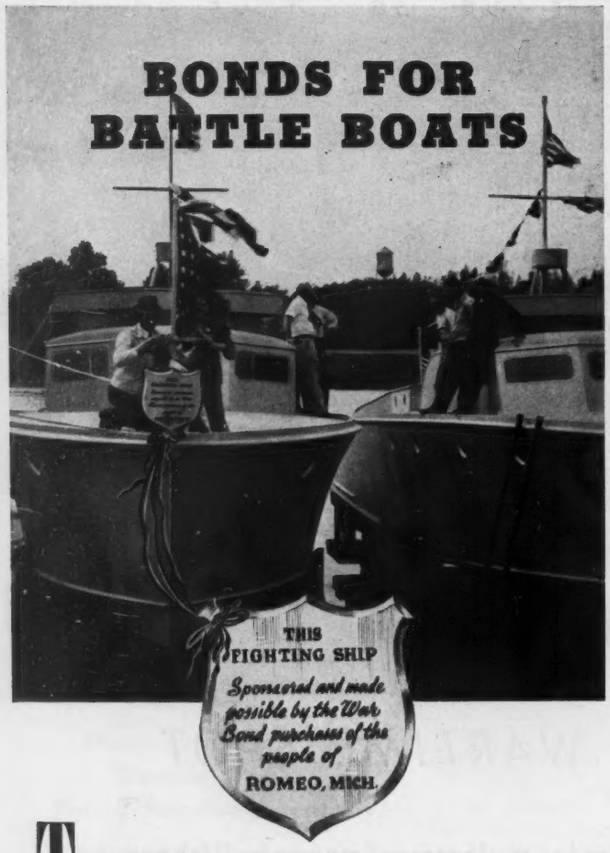
GRAY *Six-121* ... the smoothest and quietest "Big Six," with 330 cubic inches of piston replacement for turning big propellers effortlessly; one of the types of gasoline engines needed for commercial fishing vessels.

Marine Engine Instruction Books ... Gray's illustrated Instruction Manuals and Handbooks, published since the war, cover Installation, Operation, Maintenance, Overhauling and Trouble Shooting. Useful to Students, Naval Operators, Amphibians, Boat Owners, Power Squadrons. Write for complete list of Gray Technical Literature; please specify Gasoline or Diesel.

GRAY MARINE MOTOR COMPANY

Builders of Gasoline and Diesel Engines

3000 East Jefferson Avenue Detroit, 7, Michigan



This aircraft rescue vessel was made possible by the war bond purchasers of a typical American small town, whose people pledged themselves to the amount of its cost. The pride of sponsorship felt by these villages is justifiable. In this boat they see concrete evidence of just how important their bond purchases can be . . . . To the yachtsman, this kind of bond buying presents double value. First, he sees his dollars take the form of trim, grey fighting craft that will help spell defeat for the Axis. Then, in the years following Victory these same bond dollars can be converted into that sleek cruiser he has always dreamed about . . . Battle boats today or pleasure craft tomorrow—with your bond dollars!

NEWS

U.S. COAST GUARD AUXILIARY

▶ Perhaps this notion falls into the Wishful Thinking Department, but for the record, here is the hope that, when the war is over, a method will be found wherein the history of the Coast Guard Auxiliary during the war years can be permanently preserved in book form. This thought, which is probably anything but an original one, is inspired by the excellence of the appearance and contents of the CGA monthly bulletins which are published by nearly every one of the Coast Guard Districts. As a record of countless jobs well done, and as a significant chapter in the nation's war history, such "home front" naval history should not be allowed to pass into oblivion.

▶ To continue with the suggested study of *Regulations of the U. S. Coast Guard Auxiliary*, Articles 401, 402 and 403, which are among those which deal with Auxiliary vessels, should be of particular concern to boat owning members. They are as follows:

Classification

Vessels of the Auxiliary shall be classified as follows:

Class 1 — Seagoing motor boats or yachts possessing accommodations and capable of extended offshore cruises.

Class 2 — Motor boats or yachts with living accommodations and adapted for use upon protected waters.

Class 3 — Motor boats or yachts without living accommodations.

Inspection of Vessels

No vessel shall be entitled to fly the flag of the Auxiliary until inspected in accordance with a form prescribed by the Commandant and approved in accordance with Article 303, Regulations, U. S. Coast Guard Auxiliary. Reinspection of its vessels shall be made annually by each Flotilla and a report of such reinspection shall be submitted to the District Coast Guard Officer. No vessel shall be entitled to fly the flag of the Auxiliary after failure to be approved at reinspection until its deficiency has been remedied. The District Board may conduct annually such inspection of vessels of the Auxiliary as will satisfy it that Flotilla boat examining committees are functioning efficiently.

Merit Designation

Vessels of the Auxiliary may be awarded a merit rating of "Excellent," based upon general upkeep, appearance, competency of operating personnel, and conformity with the navigation laws of the United States and the Regulations for the Auxiliary, both with regard to equipment carried by the vessel and its operation. This rating may be awarded by the Commandant upon the recommendation of a District Coast Guard Officer, and will be withdrawn by the Commandant if a vessel fails to merit continuance of the rating. The number of vessels awarded the merit rating of "Excellent" in any one Flotilla shall not exceed the number nearest to 40 per cent of the total number of vessels in the Flotilla.

Flotilla 716, Stamford, completed this new base at the Stamford Y.C. last winter. Built from materials donated by local business men, it includes a watch tower, operations room and bunk facilities for three

Higgins "Hellcat"—Powered by Packard

What makes a great marine engine?

Power? Thanks to its bank of Packard engines, a Navy PT boat is the fastest fighting craft afloat.

Endurance? The Packard engines in Lieutenant Commander Bulkeley's famous PT squadron went *four times* their allotted number of hours without overhaul!

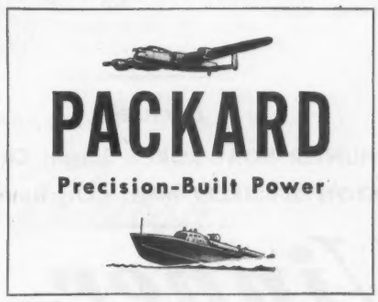
Toughness? From Subic Bay to the Mediterranean, Packard marine engines have taken punishment under "impossible" conditions and come through with flying colors.

Packard acquired the "know how" for building precision engines like these years ago, when Packard engines powered the champion speedboats that made racing history.

That same "know how" is helping to turn out Packard-built Rolls-Royce aircraft engines in mass production quantities, by mass production methods. These precision powerplants are so versatile that four different planes are using them—the deadly deHavilland Mosquito bomber, 4-motor Lancaster bombers, and Warhawk and Hurricane fighters!

We're building every engine we can to speed victory. When the Axis collapses, we will turn this precision experience loose on finer, better peacetime Packard products.

ASK THE MAN WHO OWNS ONE



HYDROTUF*

IS NO SUGAR COATING

. . . AND HERE'S THE PROOF!

In actual tests when submerged in water, the Winner Float (protected with Hydrotuf) gained absolutely NO weight after 48 hours and only 2½ lbs. (less than 1%) after 168 hours.

In the same test, a standard float increased 68½ lbs. (over 33%) after 48 hours and 526½ lbs. (over 253%) after 168 hours.

Of even greater importance is the fact that after 168 hours in water, the Winner Float had a reserve buoyancy of 1007 as compared with only 546 for the standard float.

HYDROTUF is used on all Winner Life Rafts, Life Floats, Buoyant Apparatus and other marine products.

*HYDROTUF is a coating used exclusively by WINNER to make their marine products absolutely waterproof.

Perhaps HYDROTUF can be used to improve your present or post-war products. WINNER invites your inquiry.

APPROVED BY MERCHANT MARINE INSPECTION—U.S.C.G.

Improved type raft; all wood; fully reversible; well deck. In 10, 15 and 20 Person sizes.

New rectangular float reduces weight, stows better. In 10, 15, 25, 40 and 60 Person sizes.

Licensees

HUNTER BOAT CORP., Suisan City, Cal.

HOUSTON SPECIALTY MFG. CO., Houston, Texas

Winner MFG. CO., INC.

104 Railroad Ave. West Trenton, N. J.

▶ No more forceful indication of the CGA's determination to conserve essential critical materials could be found than the bulletin which was recently sent to all members of the Auxiliary in the Eighth Naval District by the District Coast Guard Officer. Under the subject of "The present status of the Coast Guard Auxiliary," it reads, in part, as follows:

"1. Within the last week you have received the order to discontinue your patrols. This order, while originating locally, is actually part of a large scale program of reducing the number of small boats in operation. This reduction order as you all know from Headquarters General Circular No. 2–43, came from Admiral King. Many regular Coast Guard and full time reserve boats have been laid up. The conservation of critical materials or their diversion from defensive use to offensive use is an important factor in the administrative decision as to which boats would be laid up or no longer used. Conservation of man power is still the primary reason for the reduction of the number of small boats in operation. More and more men are needed to man combatant units. These cannot be obtained by voluntary enlistment or involuntary induction without causing a shortage of man power in vital industries. It has thus become necessary to survey present forces and reassign men from port security and similar duties to combatant units. The vacancies thus created must be filled by discontinuing some operations which, as a result of the change of the war strategy from a defensive action to an offensive action, are no longer essential, and also by the use of part time reservists in those operations which must be continued. Members of the auxiliary are counted on to supply most of the part time reservists.

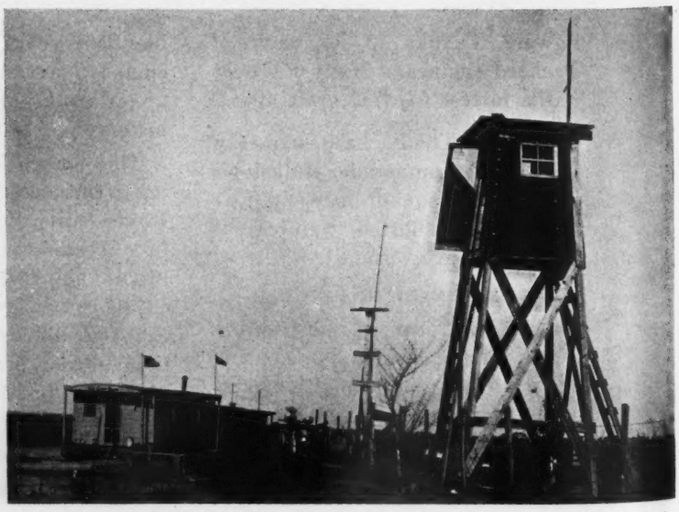
"2. We have not forgotten the fine work the Auxiliary has done, the personal sacrifice of time, equipment and money. We still need your help and hope that you will continue to serve with us. The purpose of the Coast Guard Auxiliary for the duration of the war, or until further notice from Headquarters, will be that of a civilian organization which is engaged in the training of its members to qualify them for active duty whenever needed with the Coast Guard as temporary members of the Coast Guard Reserve."

Of an even greater significance, however, was the rest of this bulletin which outlined the method in which Auxiliary members can become temporary members in the Reserve, and of the extensive training programs which are being established for training both ashore and afloat. All of which is but another indication that there is an increasingly big job for the Auxiliary to do, irrespective of the period of time that certain patrols may be temporarily suspended.

▶ Owing to the fact that so many requests have come to the attention of the Commandant of the Coast Guard from temporary members of the Reserve for indentifying insignia, it has been decided to adopt the following distinguishing marks, which are mandatory on all uniforms as of June 30th:

In addition to the insignia of rank indicated by gold stripes, officers, chief warrant officers and warrant officers shall wear one-fourth of an inch above the corps device or shield, the block letters "TR," one-half inch high, the letters to be made of gold embroidery or of yellow silk lace. The total width of the block letters "TR" shall not exceed the width of the regulation uniform shield as described in Article 2–82 of "U. S. Navy Uniform Regulations, 1941" as amended by Change No. 1. This insignia shall be worn on the blue uniform only.

All temporary members of the Coast Guard Reserve enrolled in the enlisted grades, except Coast Guard Police, shall wear, in addition to the Coast Guard shield, the block letters "TR," one-half inch high, their total



A typical Auxiliary base in the bayou country of the Eighth Naval District. At the left are stake boats, which serve as bunk rooms and operations headquarters. The operation tower at the right is manned day and night

They'll help bring freedom to enslaved countries
TRIAL RUNS—36-ft. Eureka type landing boats built by the Richardson Boat Company, North Tonawanda, N. Y. to Higgins Industries, Inc. design.

When the time is ripe for invasion and Allied troops by the thousands swarm upon the enemy-held coast—many will strike from landing boats like these Eurekas. And when they do, we'll be proud of the part played by Anaconda Metals.

For in these as well as in their picket boats for the Coast Guard and motor towing yawls for the Army, Richardson is using time-proved materials—important among which are strong, tough Tobin Bronze* shafting... dependable, rustproof copper and Everdur* tubing for fuel lines... and considerable quantities of durable, long lasting sheet brass and copper.

When victory is won, and it's time to outfit your postwar pleasure boat, the same sound Anaconda Metals will be ready to do the same dependable job for you that they're now doing for your country.

*Reg. U. S. Pat. Off. 43130

BUY WAR BONDS FOR VICTORY

Anaconda Copper & Brass

THE AMERICAN BRASS COMPANY—General Offices: Waterbury, Connecticut

Subsidiary of Anaconda Copper Mining Company • In Canada: ANACONDA AMERICAN BRASS LTD., New Toronto, Ontario

2¢ WOULD HAVE PREVENTED THIS SHUT DOWN

. . . . 2c MORE FOR A NON-RUSTING BOLT IN A VITAL PART

CAN A COUPLE OF PENNIES more per bolt save thousands of dollars? Indeed they can . . . and Harper Fastenings are proving it every day. Saving huge sums by preventing hidden destruction by rust and corrosion. They help war production machinery to stand up under today's grueling speed and overtime.

Such tremendous trifles, these Harper non-ferrous and stainless fastenings. Trifling too, in their extra cost. Yet tremendous in their usefulness.

4320 STOCK ITEMS . . . of bolts, nuts, screws, washers, rivets and accessories in the non-ferrous and stainless alloys.

WRITE FOR CATALOG . . . and reference book—80 pages—4 colors—193 illustrations—numerous tables and other data. Free when requested on a company letterhead.

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ARMY E NAVY
Awarded Dec. 7, 1942
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HARPER *Chicago*
EVERLASTING FASTENINGS

BRASS • BRONZE • COPPER • EVERDUR
MONEL • STAINLESS

width not to exceed the width of the regulation shield in Article 8–1 of "U. S. Navy Uniform Regulations, 1941" as amended by Change No. 1, and shall be worn one-fourth of an inch above the shield. These block letters shall appear on all uniforms where the Coast Guard shield is worn on the sleeve and shall be of the same color as the shield.

In addition to the above insignia, all temporary members of the Reserve in both officer and enlisted status, other than Coast Guard Police, shall wear a shoulder patch on the left sleeve, the top of the patch to be one inch below the shoulder seam. This patch shall be circular in shape and two inches in diameter, made of Navy blue felt with the letters "TR" superimposed upon the circle, and the outside edge of the letters shall be one-fourth inch from the edge of the patch. The shape of these letters shall be made to conform to the circular shape of the patch, the letters themselves to be embroidered of yellow silk lace. This device is to be worn on all jumpers, blouses, pea coats, raincoats and overcoats.

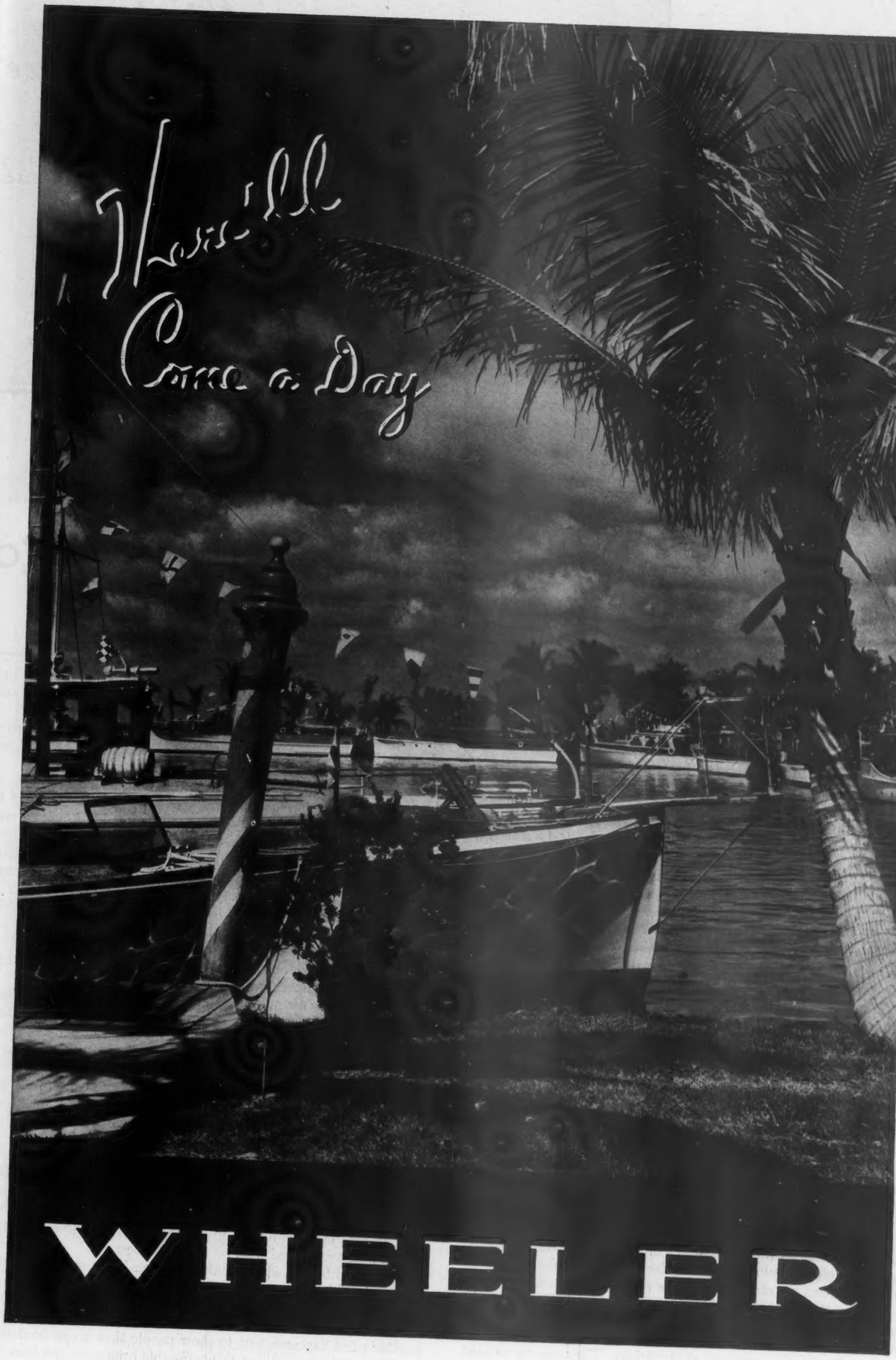
There shall be no change in the shoulder marks to be worn with the working uniform and the officer's overcoat.

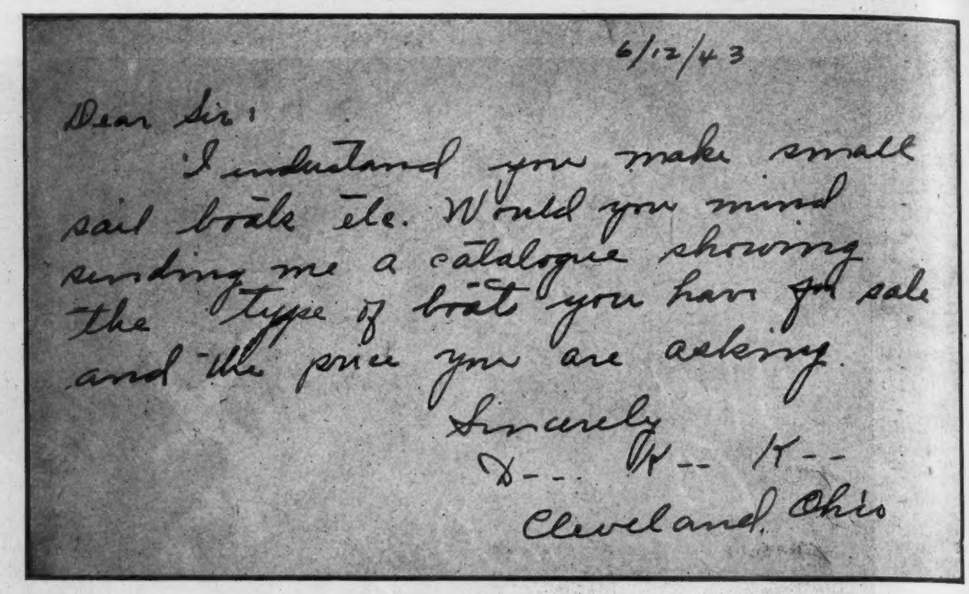
▶ "Over the Bow," the informative bulletin of the Third Naval District, clarifies the all-important question of insurance on Reserve vessels. Under the provisions of Public Law No. 17, approved March 24th, 1943, all Reserve vessels, including vessels used for part time duty when under orders from the Coast Guard, are now insured by the War Shipping Administration against total and constructive total loss. This insurance also covers cases of partial damage, arising out of fire and marine perils, when it has been decided by the District Coast Guard Officer that a Reserve vessel should be returned in damaged condition to her owner. Details as to the operation and channeling procedure in connection with this insurance will be handled by the Auxiliary Survey Officer.

▶ Day and night, during all seasons of the year, in all kinds of weather, every day of the year, all vessels entering or leaving Baltimore Harbor are challenged by the Baltimore Harbor Guard Boat which is manned by Auxiliarists enrolled as temporary members of the Coast Guard Reserve. Operations are controlled by the Captain of the Port at Baltimore. Duty assignments are made out a month in advance. The watch is one of 24 hours' duration once every two weeks. The crew, in most cases, numbers four and involves approximately 56 men every two weeks. The entire operation has been a real success, thanks to the excellence of the work of the many Auxiliary members who are responsible for its execution.

▶ A new manual on marine engines will shortly be made available to Auxiliarymen. It has been prepared by F. W. Horenburger, long prominent in yachting activities. . . . Auxiliary Recognition Day was recently celebrated in Richmond, Virginia, by Flotilla 1, Division V. It sounds like an excellent means of boosting morale and incentive. . . . The Flotillas in the vicinity of Norfolk, Division V, have pooled all spare parts to assist members in keeping their boats in commission. Other Flotillas could probably benefit from a similar plan, and would undoubtedly be astonished to find an abundance of much needed parts and gear. . . . P. J. Hunt, Lieut. Comdr. (T) USCGR reports success in enrolling up to 830 men in the Temporary Reserve by May 1st for Division 3 of the Ninth Naval District. There are now ten flotillas in Division 3 ranging from Dunkirk, N. Y., on Lake Erie through Buffalo, Tonawanda, Niagara Falls, Youngstown and Rochester, N. Y. Many of the reservists in this Division are now contributing their time on active duty with the Coast Guard.

Blackout drill is an extremely important phase of Auxiliary operations in the Western Connecticut Division. All Flotillas in this Division include this drill as a part of daily operations. Here a member of Flotilla 716, Stamford, scales a range light to cover it with a hood


It will Come a Day
WHEELER


6/12/43
Dear Sir:
I understand you make small sail boats etc. Would you mind sending me a catalogue showing the type of boat you have for sale and the price you are asking.
Sincerely
S--- W-- K--
Cleveland, Ohio

"Son, the only ships on our production line now are million-dollar jobs for the United States Navy; but come peace, we'll be glad to build you your small sailboat—or build your dad his dream yacht. Tell him we can do that, too—will you?"

CAMDEN SHIPBUILDING & MARINE RAILWAY CO.

CAMDEN, MAINE

"Member of Maine Boat Builders and Repairers Association"

MERRILY WE ROLL ALONG

(Continued from page 24)

Under ordinary operating conditions, the crew will stand "one on and two off." The off sections do their best to keep the ship clean and tidy at sea but cleaning is difficult when the ship rolls — and the ship invariably rolls. Except in a flat calm, the weather decks are always wet, precluding much topside cleaning. Consequently, the crew is not overworked at sea but it makes up for it in port, where there is always paint to be scraped, rust to be removed and more paint put on.

PC service is good service for both officers and crew. As in submarines, contact is more personal than in larger ships and officers and crew are on more familiar terms than is usual in Navy vessels. Food is good, living quarters are ample and, even in the tropics, the ventilation is sufficient.

Moreover, the ships are not overmanned, so that each person can see the results of his own work. Aboard a battleship, a seaman may swing a paint brush all day yet, if he steps over on the dock, he can hardly notice what he has done. The PC sailor would have painted half his ship. (And probably the color wouldn't match the other half.)

Because of these factors, morale is good in the PC Navy. If a man has a gripe, he can walk up to the exec or the captain and tell him about it, and get the matter decided then and there. If a man has family problems, the officers know about it immediately (they censor his mail) and can give him advice or sympathy, whichever he needs most.

Regulations are relaxed at sea, in so far as they can be without interfering with the efficient operation of the ship. If a man wants to wear dungarees and a pith helmet, let him wear them. It makes him happy and harms no one.

The handling of a PC, both alongside a dock and at sea, is not difficult after a few fundamentals have been realized. Unfortunately, some people learn the hard way and dent the bow or carry away a few yards of life line before they realize what all the horse power in the engine room can do.

Flashy landings, one-bell moorings and other cowboy tactics may have a place in the world, but not aboard a PC. The skipper who comes charging up to the dock and then backs down full on both engines looks good until the day the reverse gear doesn't catch and he makes his landing on the beach or between the port and starboard halves of the ship ahead of him.

PCs turn in a short circle, pivoting at the bridge. They can be twisted around in almost their own length by backing on one engine and going ahead on the other, and the ship can be kept under perfect control during this process simply by changing the speed of the engines and without stopping and starting. The wind does not have much effect during these particular turns.

A strong tide running across a dock will catch a PC's stern and make landing difficult, especially with a slow approach. Spring lines, engines and rudder must all be used.

A peculiar feature of the PC, and one not generally known, is that she can be "crabbed" or jumped sidewise for short distances. If the ship is dead in the water, or nearly so, the rudder put hard over to port and the port engine kicked ahead for just a moment, the entire ship will move about six feet to starboard without gaining much headway. It is a valuable thing to know when coming alongside a ship hove to in the open sea, where it may save a bashed-in quarter.

Handling the ship under way is no problem at all. Junior officers show an inclination to use no more than ten degrees of rudder at a time, and never to change course more than five degrees. After a while, though, they will put on full rudder and spill everything onto the deck without batting an eye. This maneuver is always performed at meal time.

The rest of the art of ship handling in convoy consists of developing an eye for distance and putting on lots of speed whenever the Escort Commander is headed your way. If he sees a cloud of exhaust smoke he will think you are doing something vital, such as making an attack, and will forget to tell you to get into your proper station.

The officers and men of the PC Navy prefer to consider themselves as a separate clan, a little different from all the rest. (All the rest consider the PCs as being more than a little different, so everybody is happy.) The difference is shown in many ways.

Some grow beards. Some wear moccasins and resist all attempts to get them into regulation shoes. The officers wear frayed and faded khaki, and complain bitterly about never being in port long enough to have their laundry done. Engineering officers have a specialty of their own; they change into clean clothes and immediately go below and rip an engine apart, getting covered with oil in the process.

All are united on some fronts. PC men know well that nobody, either afloat or ashore, has any idea how serious their problem is, nor does anybody sympathize with them. They take great pride in being so put upon. They feel that, if that is the situation, they will keep the ship running no matter what happens, just to show people that it can be done.

But, worst of all, they are insufferable braggarts and liars when talking to each other. No other ships have ever been through such storms; no other

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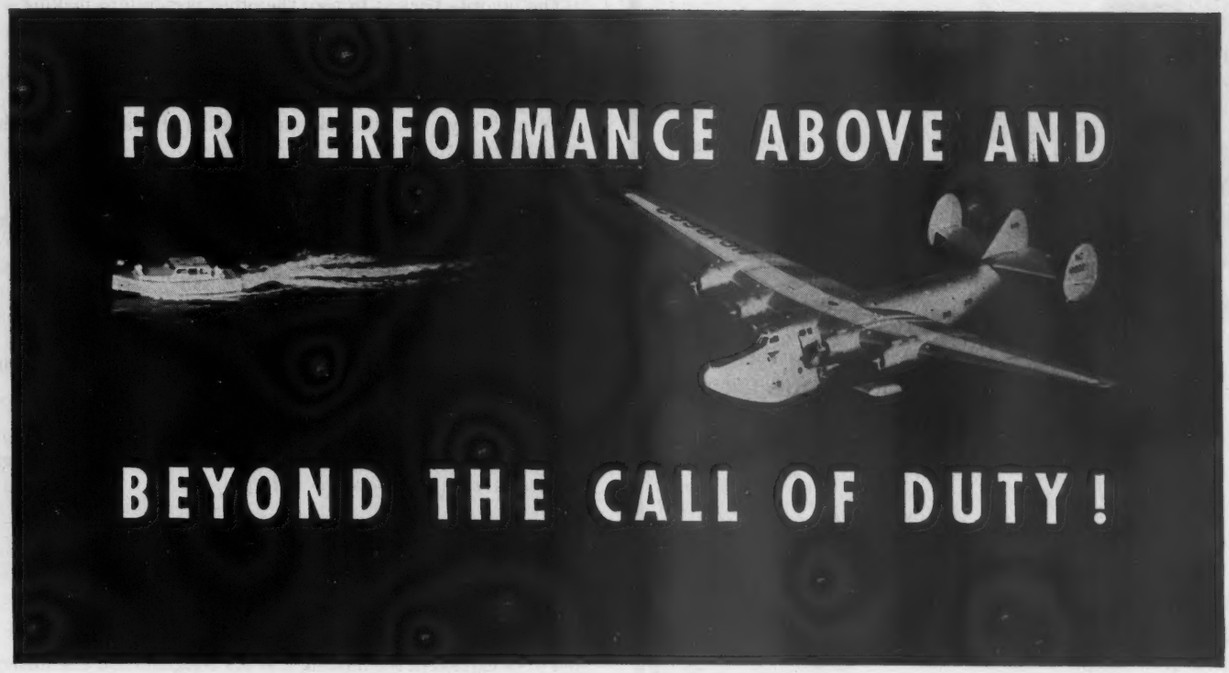

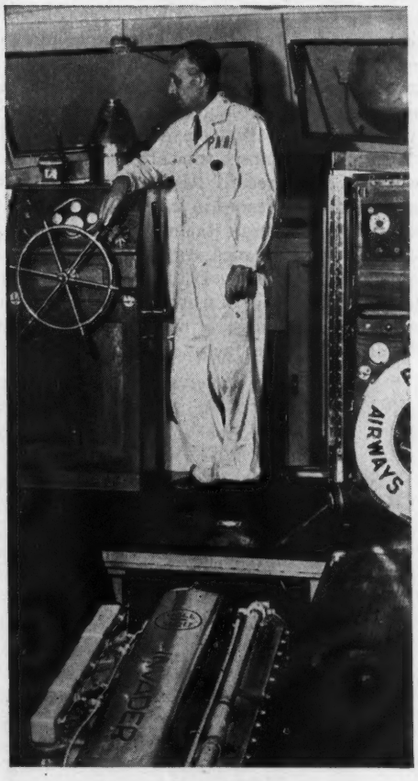

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ships have ever rolled so much. If there is a question of speed, my ship is faster than yours. If there is a question of need for drydocking, no other ship in the world has a fouler bottom than ours.

The favorite trick is to trap the other person into making a flat statement, and then top it. It goes like this:

"Did you hit any rough weather on your last trip?"

"Did we?" says the skipper. "Did we? Roughest trip you ever saw, we couldn't sleep or eat the whole trip, rolled like a bucket."

"Yeah," says the other skipper, leading the lamb to slaughter, "how much did you roll?"

"Forty-seven degrees." (Double the actual roll.)

"Huh" says the first one, "We rolled forty-nine."

But in talking to persons in other branches of the service, they switch and assume a modesty which they hope is unconvincing.

"Gee!" the man from the battleship will say, "Those PC boats must ride rough; don't they roll and pitch a lot?"

"Oh no," the PC sailor replies, "we don't ride as rough as the old four-pipers."

The question is, of course, just how rough does an old four-piper ride? The answer is: plenty, but we love it.

The opinions or assertions contained herein are the private ones of the writer and are not to be construed as official or reflecting the views of the Navy Department or the Naval service at large.

TWENTY YEARS OF YACHT DEVELOPMENT

(Continued from page 43)

area to be carried in the mizzen, and the designers had a tendency to make this sail as small as possible, giving the driving sails as great an area as possible while still getting the yawl rig allowance as a reduction in rating.

Dorade did not win the race in her first year. The big trophy for all classes together was taken in a fast race by the little Roué-designed schooner *Malay*, with *Dorade* second in her class. Alden's *Malabar X*, a development of a long line of schooners of that name, was first in the large class, with another of his new schooners, the jib-headed *Teregram*, second. A feature of this race was that the first sixteen yachts to finish had a spread of only 4 hours and 20 minutes in elapsed time after sailing 660 nautical miles — which is also something of a record. Also, of the 42 entries, all started and all finished, something of a record in itself.

Between the adoption of the Ocean Racing Measurement Rule here and in England in 1927, and the 1930 race, certain points of measurement in the formula were changed before the 1930 race. Chief of these was the measurement of length (L). Instead of using the over all, or the water line length for this measurement, neither of which represented the length on which a vessel actually sailed, this factor was measured at a point 4 per

Rosenfeld Photo

"Teregram" was a logical development of Alden's line of schooners, with a modern rig. She took second place in her class in the Bermuda race the year she came out

Rosenfeld Photo

"Viking," designed by F. Jay Wells and built in Nova Scotia, was a big boat for her over all length

cent of the load water line length *above* the water. Nathaniel Herreshoff, the great American designer, found that this point of measurement most nearly represented the length on which a yacht actually sailed when heeled under average conditions. It was his chief contribution to the rule, and this method of arriving at the length has been used ever since in all American ocean racing rules. The formula under which contestants were then measured was

$$\frac{L \times \sqrt{\text{Sail Area}}}{\sqrt{\text{Beam} \times \text{Depth}}} \times .2 = \text{Rating}$$

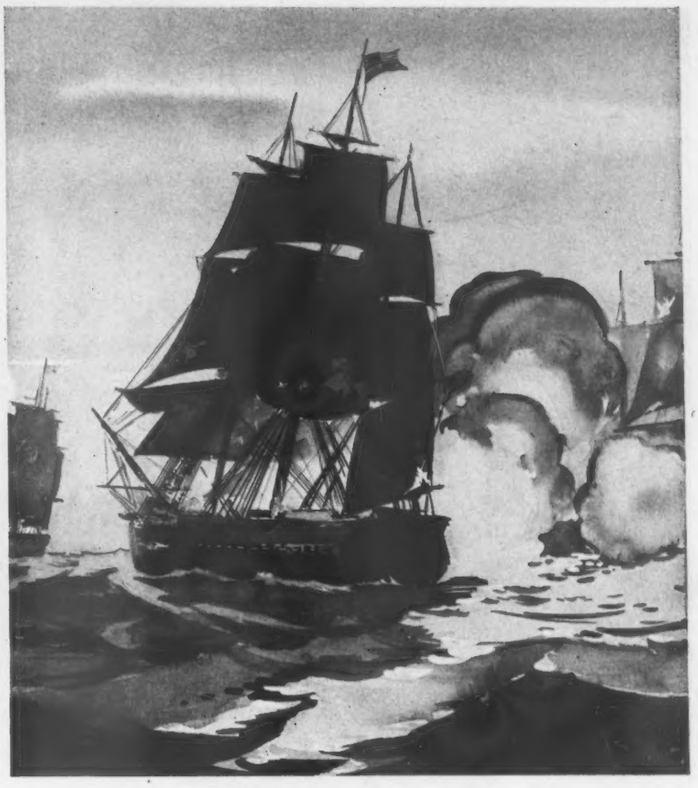
This method of measuring tempted many designers to shorten L by shortening the ends as much as possible, and also to chop them off close above these L measuring points to save weight. Thus a number of the boats then designed had extremely short bow and (especially) stern overhangs. *Mistress*, designed by Sherman Hoyt, *Highland Light*, by Frank Paine, *Landfall*, by Francis Herreshoff, *Viking*, by Jay Wells, and others had these characteristics. This did not add to the beauty of the hulls, and it is doubtful if the saving in rating offset the disadvantages of abnormally short overhangs. Be that as it may, this effect of the rule was apparent for several years.

After the Bermuda and Transpacific Races of 1930, there was a demand for an even longer event than the former on the Atlantic, and the Cruising Club planned an ambitious race for 1931, in conjunction with the Royal Ocean Racing Club. This was no less than a Transatlantic Race from Newport, R. I., to Plymouth, England, a distance of over 3000 miles. No Transatlantic race had been sailed to the British Isles since 1905, and that one was for large yachts with professional crews. The smallest of that fleet could almost have carried any of the 1931 racers on her deck, as the top limit of over all length the latter year was 72 feet, and the crews (excepting in the galley) were almost entirely amateur.

Ten yachts sailed this Transatlantic affair, including two British yachts which came over to race back. The sport was beginning to be really international in character. The British entries were the cutter *Ilex*, entered by the Royal Engineers, and the *Maitenes II*, designed by Harley Mead and built for W. B. Luard. Of the American boats, four were new and represented their designers' ideas of what was best under the measurement rule. These were *Landfall* (Francis Herreshoff), *Highland Light* (Paine), *Water Gypsy* (Alden) and *Amberjack II*. All were fine vessels, modern in every particular.

For this race, Olin Stephens had altered *Dorade* by cutting down and simplifying her rig, taking out the bowsprit and reducing the base of her fore triangle. She had been a little overrigged in her first year and this change not only reduced her rating but, in her designer's opinion, made her just as fast under average conditions as with the larger sail spread. In this connection, her owner and designer said after the Atlantic Race:

"I may still be wrong, but personally I am more convinced that a boat with very moderate displacement and beam is the only right type for either



"WE'LL FIGHT IT OVER AGAIN . . ."

OFF GUADALCANAL in 1943 or off Portugal in 1815, there is one thing about our Navy that remains the same . . . the fighting spirit that means victory even in the face of almost hopeless odds.

It was this spirit that urged Captain Charles Stewart of the rugged *Constitution* to seek an engagement with two British frigates, the *Cyane* and the *Levant* on February 20, 1815, not far from Lisbon. While the *Constitution* could have slipped away, Stewart did just the opposite . . . pursuing and attacking both ships as soon as he was within range. With uncanny skill the American Captain kept the British ships at two corners of a triangle, foiling every attempt of the enemy to rake his ship. The bow guns of the *Constitution* poured a deadly fire into the *Cyane* while her stern guns did the same to the *Levant*, and it wasn't long before both ships were forced to strike their colors.

When the Captains of the British ships met on board the *Constitution* they immediately began blaming each other for the defeat and insisting that if the other had done the correct thing, they would have beaten the American. Finally, Captain Stewart interrupted, "You are mistaken. No matter what you might have done I would have had you both. If you don't believe it, I will put each of you and your crews back on your respective ships and we'll fight it over again."

Needless to say, Stewart's offer was not accepted.

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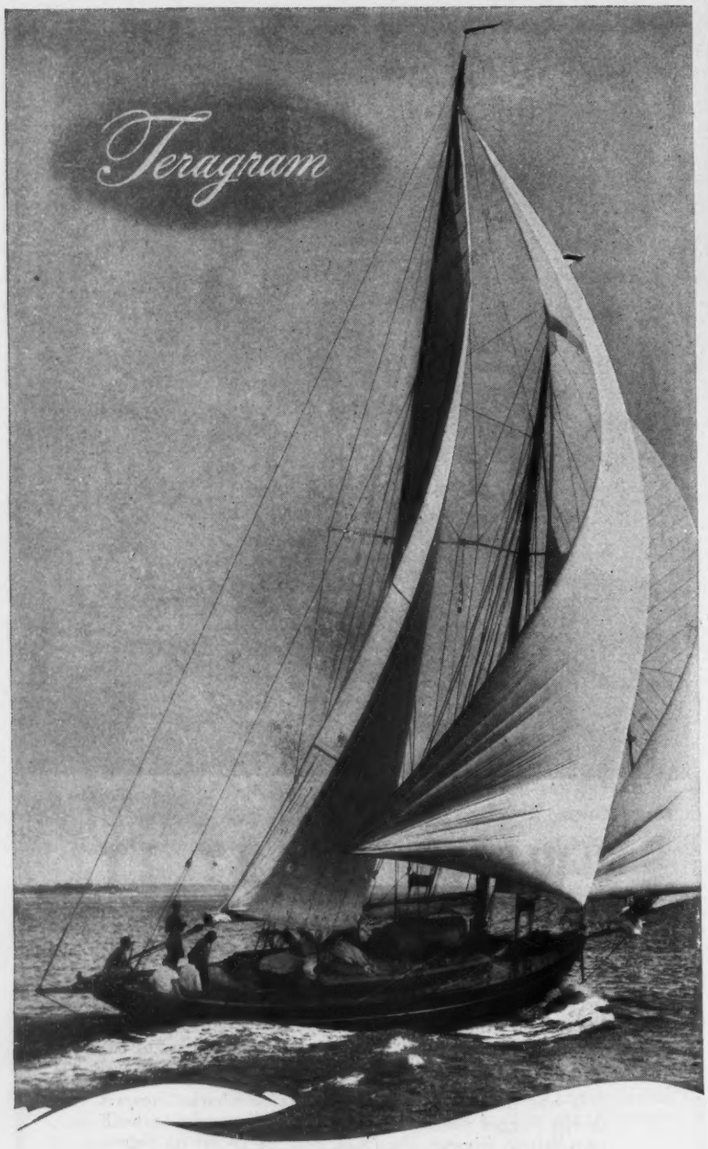

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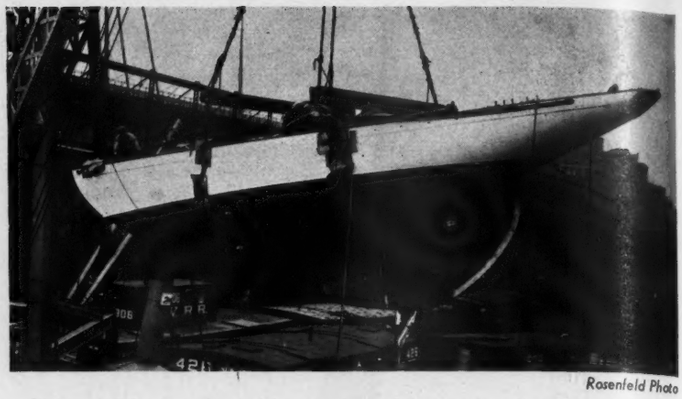

Rosenfeld Photo

"Dorade" being unloaded from a steamer, showing her shapely underbody

ocean cruising or racing. She is on top of everything; she never hits a sea, or gets hit by one, with any weight, and she is very easy on her gear and crew. On *Dorade* we didn't carry away a single bit of gear except our spinnaker halliard, which was rope, and has since been replaced by wire."

The race was most successful, all the contestants making excellent time. The little *Dorade*, taking a far northerly, great circle course, won it handily in the remarkable time of 17 days 1 hour elapsed time to Plymouth. Never had the crossing been made by a small vessel in so short a time. *Dorade* was only 15 days, land to land, from Nantucket to Land's End, and this for a boat only 37 feet on the water. She was two days ahead of her chief competitors, *Landfall* and *Highland Light*, which took 19 days for the crossing, following the Gulf Stream course. Two other small boats, which followed the northerly course, were second and third on corrected time — *Skäl* and *Amberjack*.

After the race, most of the American yachts sailed the Fastnet, the 600-mile ocean race of the Royal Ocean Racing Club. *Dorade* won in a hard, driving race. The fleet consisted of nine British yachts, six American and two French. Among the British entries was the fine Nicholson-designed cutter *Patience*, built that year, and the "last word" in ocean racers. She finished the long course first but could not save her time on the hard driven *Dorade*. *Mistress* averaged 8.38 knots over the course she sailed, which is truly remarkable going for a yacht of her size, where much of the work was on the wind. She took third place on corrected time. The little *Dorade* averaged 7.62 knots, and carried full sail throughout when all the larger yachts were reefed down. All of which proved that the small ocean racer was not only fast, but could "take it" as well.

These two years of ocean racing saw the development of yachts for this particular branch of the sport well under way. The following years, before the present war put a stop to sailing the high seas for sport and pleasure, were to see designing and building getting into its full swing, with a large percentage of the new yachts being built to the Ocean Racing rather than to the International or Universal rules. But this part of the story must be reserved for subsequent chapters.

(To be continued)

YACHT DESIGNING FOR THE AMATEUR

(Continued from page 45)

small boat may be of white cedar but a larger one will have plank of mahogany, yellow pine or teak. The garboard may be of oak, especially if there is much twist to it so that it will have to be steamed to get it into place. The garboard will probably be wider aft than amidships and the broad strakes (the next ones up) may also be wider aft so that the planks along the turn of the bilge may have a fair sweep. Above the turn of the bilge, the planks are wider amidships than at the ends. The sheerstrake may be a little wider than the planks just below it.

Avoid a mixture of metals in the boat below water since dissimilar metals will start electrolysis and one of them will waste. So fastenings should be all bronze or all galvanized iron. Screw bolts, such as those holding the lead keel, should have square nuts set up on washers. Plank fastenings should be bronze screws; not brass, which is apt to deteriorate in salt water, nor galvanized screws which are rough and tear the wood. Galvanized boat nails are good, too. Deck fastenings may be galvanized. Both deck and plank fastenings should be set in and plugged.

The deck may be of white pine, if you can get it — not California sugar pine — Port Orford cedar, yellow pine, mahogany or teak. Yellow pine is heavy and can be had in long lengths but is not as good looking as some of the other woods. Deck planks should be about square in section, planed with an outgage (a slight bevel along the upper edges) for caulking. They may be laid parallel with the center line, sprung with the swing of the sides, or betwixt and between. The plankshеer (covering board in England) is laid along the outboard edge of the deck and may be thicker than the gen-

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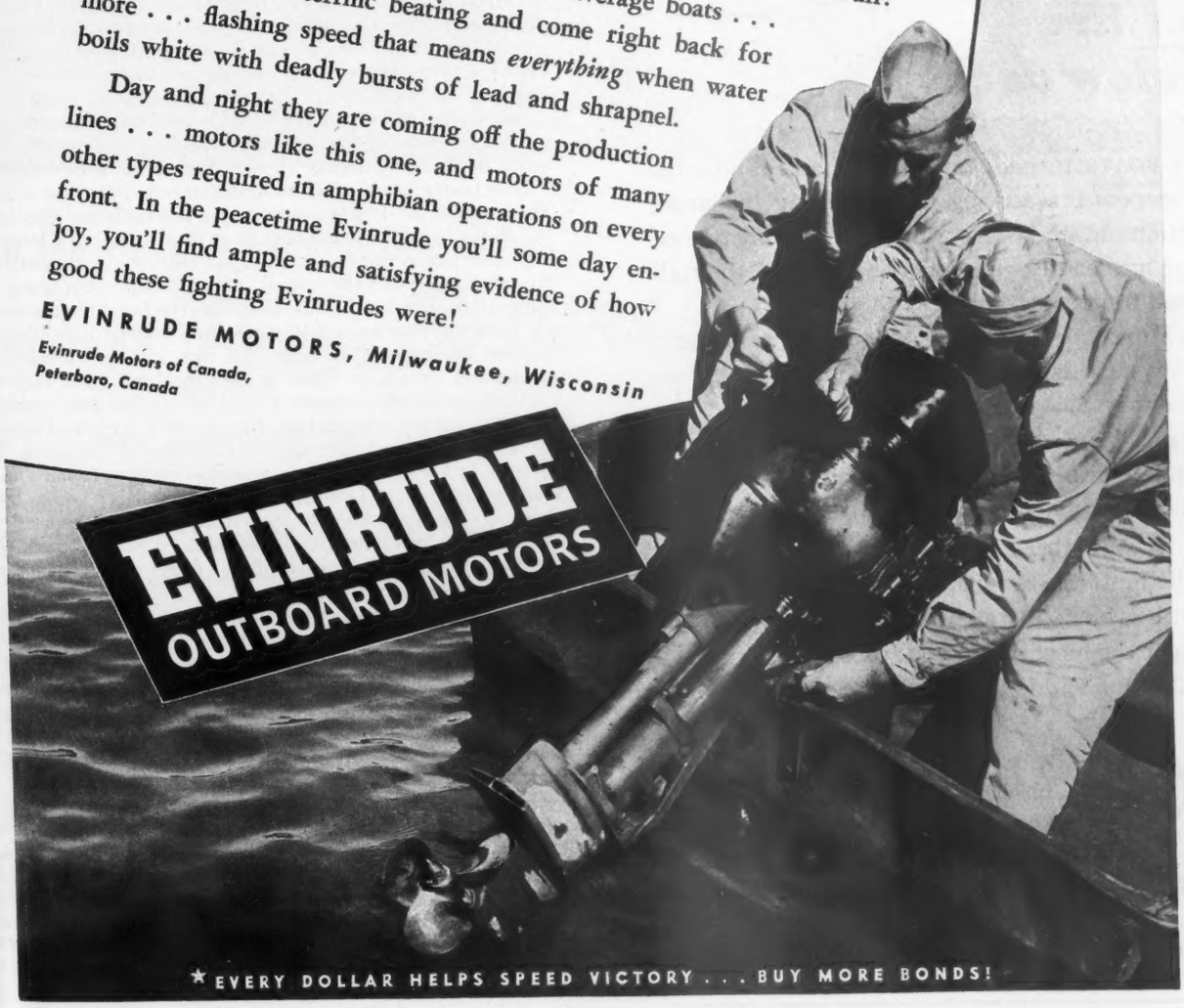

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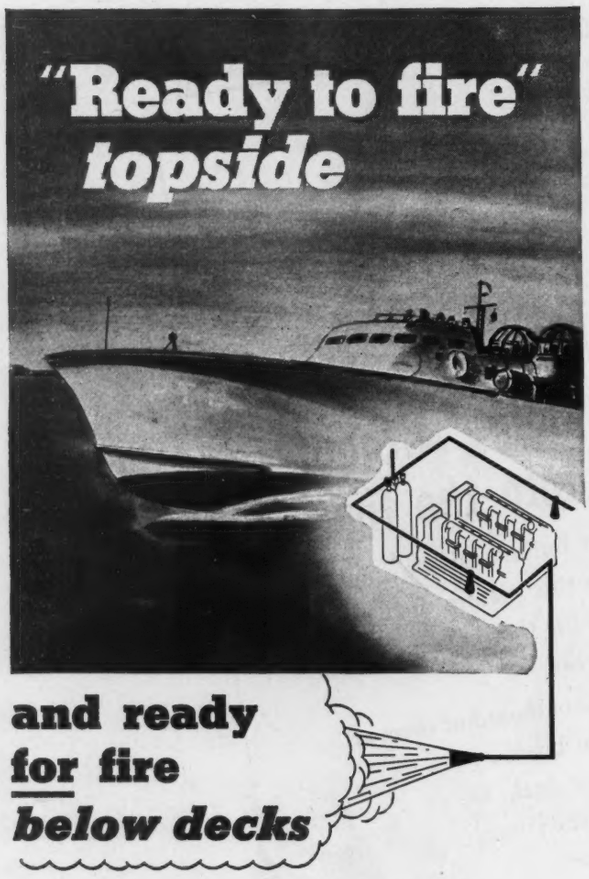

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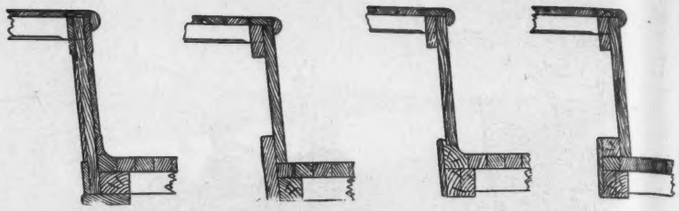

Fig. 46. Four different methods of building a trunk cabin, and there are many more. The sides of the trunk should be given a little tumble home or they will appear to lean outboard

eral run of deck plank and of oak, mahogany or teak. Often a margin plank wider than the rest and perhaps of hard wood, is worked around each deck opening, and a king plank on the center line. Where the deck follows the sweep of the side, the planks are nibbed into the king plank. When laid parallel to the center line, they may be nibbed into the plank sheer or into a nibbing strake next to it. In any case, the plank must not have a shim end running out to nothing or the deck cannot be caulked without having this thin end crush under the caulking iron. Planking should be laid with the edge of the grain up. All fastenings should be bored for and the heads of the bolts set down and plugged, the plugs being of the same wood as the deck and having the grain follow that of the deck.

Many small boats have canvas covered decks. In this case, the deck planks are worked parallel to the center line and the fastenings need not be plugged but merely puttied. Often the canvas may be obtained wide enough to reach across the deck though a seam down the middle line is all right. When the deck has been planed smooth, it is given a coat of paint as a filler and another coat on top of that. The third coat may be thicker than the others and the canvas is stretched on while this is wet, being tacked down with copper or galvanized tacks. All wrinkles must be worked out before tacking, considerable tension being put on the canvas. The edges are turned down over the edge of the plank sheer and tacked, turned up against the house sill, hatch coamings, etc., and down over the edge of the cockpit opening. Sometimes the canvas ends on deck, its edge being covered with a batten; a better plan is to set it down into a narrow groove in the plank-sheer and drive a batten in on top of it, the batten being screw-fastened.

Reënforcing pieces, run from beam to beam and sometimes jogged under the beams, should be placed under the deck as foundations for chocks, cleats, fairleads and the like wherever there is apt to be considerable stress.

Deck beams may be of oak or spruce and are either bent or sawn to shape. The crown of the deck is usually an arc of a circle and may be as much as ½″ to the foot for a small boat or as little as ¼″ in a large one. Heavy beams are placed just forward and just abaft the masts and at the ends of the cabin trunk and the cockpit. Alongside the cabin trunk, a carling is worked fore and aft and lighter beams are run from it to the shelf. These are known as short beams or half beams. They may be dovetailed into the carling and sometimes into the shelf. Tie rods, with nuts inboard, connect the carling and the clamp. Their heads are covered by a hard wood facier. Carlings are also run alongside of hatches and other deck openings. Partners are worked at the masts and are stout pieces of hard wood running between the heavy beams and extending to the bottom of the beams. They are reenforced by horizontal knees from partner plank to beam. These are called lodging knees; if one knee laps over another, it is a bosom knee. Vertical (hanging) knees are fitted to the outboard ends of the heavy beams and often lodging knees also. All knees must be well fastened. Good, sound wooden knees are increasingly difficult to get nowadays and metal knees are fitted in some recent yachts.

There are many ways of building a cabin trunk but the joint between trunk sides and deck is still a difficult one to make watertight. A small, low sided house may be set down on deck, the joint being covered by turning up the deck canvas against it. It is better to fasten a solid coaming on top of the beams and have the house sides rest on it. A lip is worked on the upper edge of the coaming and the top (below the lip) is sloped out and down so that any water will run out and not in. A facier covers the lower part of the inside of the coaming and the carling.

Centerboards are seldom too stout; they take a lot of wringing and are apt to fail because they are of too light scantling. They may be of oak or other hard wood, sometimes of yellow pine, a fine, stiff wood. They are edge bolted, the bolts going through two planks and into the third and being driven with a slight drift (that is, the hole is slightly smaller than the diameter of the bolt). A chunk of lead near the after lower corner will help them to submerge when wanted. The top of the trunk should either be open or its cap be easily removable so that the board may be got at in case it jams. Gravel is apt to work in between trunk and board if the boat happens to go aground. This means that the top of the trunk must be well above the water line. A board should preferably be hung so that it may be dropped out while the boat is afloat.

(To be continued)

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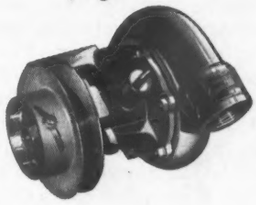

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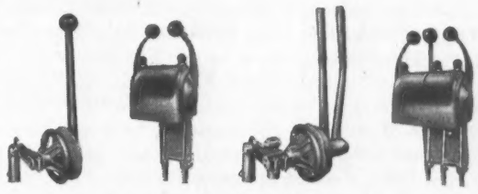

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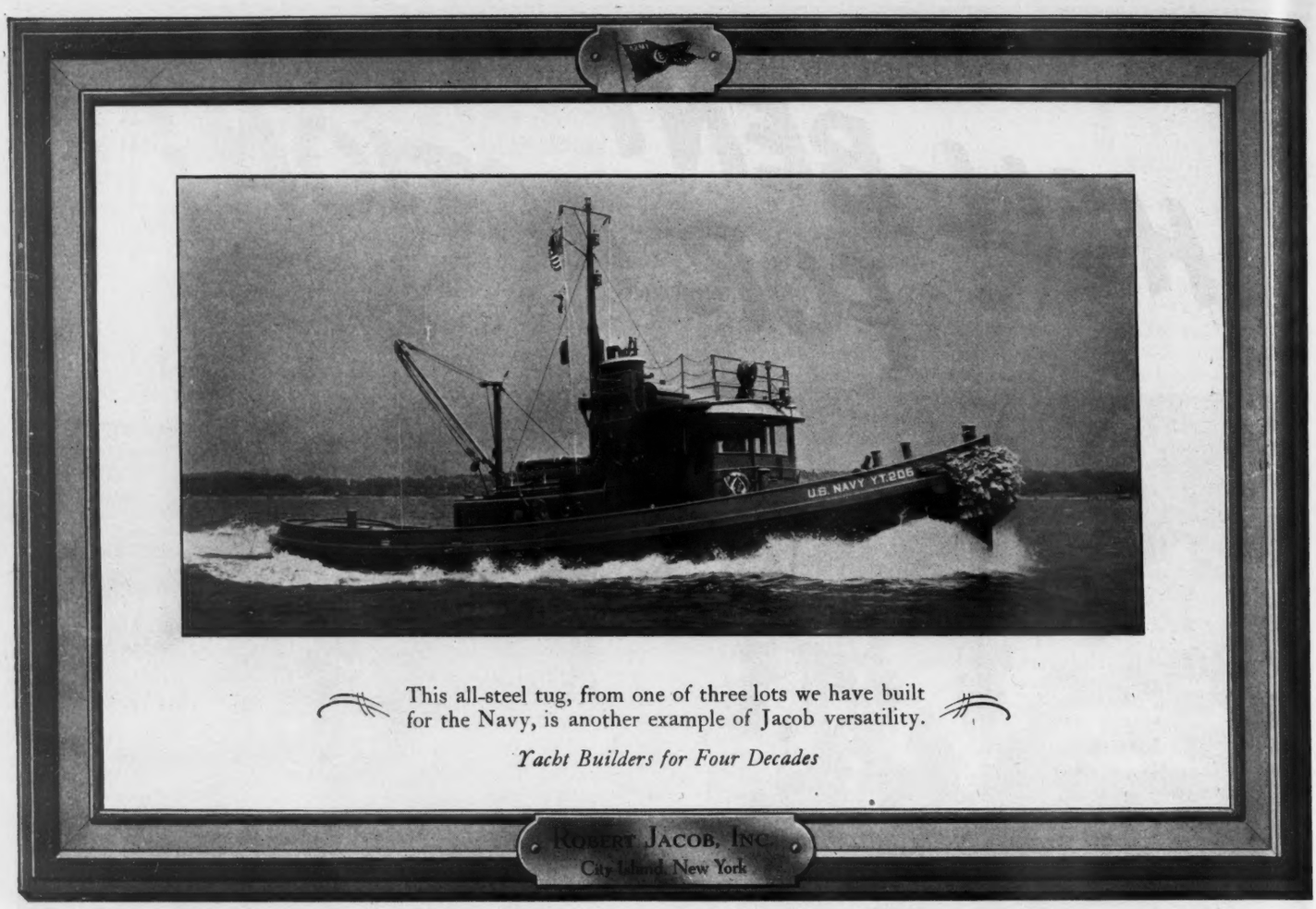

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THE VOYAGE OF THE "TONQUIN"

(Continued from page 39)

have had some notion of finding Indians who could give him sailing directions.

The sea was still rough and the current so strong near the bar that the boat could make no headway against it. In turning back, she almost capsized, Mr. Mumford shouting from the sternsheets: "Pull hard, or you are all dead men!" Two or three further attempts met with no success. They returned to the ship without having got within two miles of the coast. Later that afternoon, Mumford tried to sound farther to the south but had another narrow escape from drowning. Thorn, plainly hinting that the second mate had not done all he might, called on the third mate.

Aiken was given the pinnace and another crew of what Captain Thorn seemed to regard as expendables — the remaining sailmaker, John Coles, the armorer, Stephen Weeks, and two of the Hawaiian Islanders. He was told to sound in a more northerly direction and to hoist a signal flag when he found three and a half fathoms of water, the tone of the order indicating that he had better find three and a half fathoms.

It was about three o'clock in the afternoon when the pinnace pulled away from the ship and shortly afterward signalled that she had found water of the required depth. There was a favorable onshore wind. Captain Thorn sent Mumford to the masthead to keep a lookout for shoal water and signalled the pinnace to return aboard. In spite of the lateness of the hour, the *Tonquin* edged in toward the bar.

Meanwhile, the tide had turned. Aiken tried to bring the pinnace back, keeping to one side to be out of the ship's way. He overshot the mark. His little craft, caught in the tumbling surge made by the ebb tide and the swollen river current, was swept on past the ship. Those aboard saw her pass about a pistol shot away and the next moment lost her in the breakers astern. With the ebbing tide, the depth of water decreased rapidly, dropping from a comfortable eight fathoms to less than three. The sun was going down when the ship struck for the first time, held fast on a shoal while waves broke over her stern. Captain Thorn held her stubbornly to it. She gathered way and butted across the first shoal, only to strike six or seven more times with violence, taking a bad pounding from the seas which threatened to overwhelm her. Then she grated across a sand bar which showed only two and three-quarters fathoms and suddenly rode free with seven fathoms under her keel. Here she was obliged to let go an anchor. With nightfall, the wind had died away altogether. The full force of the tide was sweeping her back onto the shoals. The anchor began to drag and the best bower was let go. It took two men at the wheel to keep her headed into the current while they waited for the tide to turn.

With the turn of the tide and the wind rising in the offing, both anchors were weighed. It was shortly after midnight on March 24th, 1811, when the battered little *Tonquin* nudged through the last shoals into the shelter of Baker's Bay.

Two boats and their crews were unaccounted for but Jonathan Thorn had clipped a week from the time Robert Gray had needed to cross the bar of the Columbia.

\+ + +

Early next morning, Captain Thorn formed search parties to comb the north bank of the Columbia and the beaches outside the bar for signs of any survivors. None of the men in Ebenezer Fox's boat was ever heard from again. Toward noon, the party headed by Thorn himself returned to the ship with Stephen Weeks, the armorer. They had found him wandering stark naked and half dead from cold on the shore northwest of Cape Disappointment. He was too weak to articulate when they brought him in; after he was warmed and fed, he told his story.

The pinnace had capsized in the breakers. Aiken and Coles had disappeared at once but Weeks saw the two Kanakas stripping off their clothes in the water. He did likewise and the three of them had succeeded in righting the pinnace, throwing out enough of the water by sudden jerks so that it would support a man's weight. One of the natives climbed in and began to bail with his hands. Then Weeks and the other native clambered aboard. They managed to recover a couple of the oars but the natives by that time were so numb with cold that they refused to row. One of them died about midnight. The other threw himself in despair on the body and would not stir. Weeks kept on sculling toward shore and landed about daybreak on a sandy beach, dragging with him the limp body of the Kanaka he thought might be still living. Later, this man was found and revived. The body of the other native was buried with appropriate ceremony by his comrades from Oahu. Thus eight men of the *Tonquin's* original company and one of the Islanders had been lost at the mouth of the Columbia.

Several days were spent in preparations for landing. An enclosure was built on the south bank of the river and 50 hogs were herded into it. Then the long boat was armed and provisioned and McKay and David Stuart,

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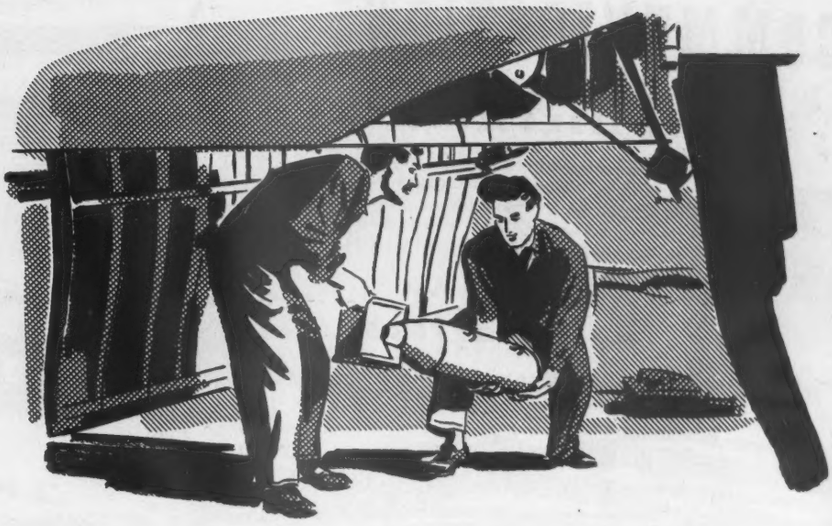

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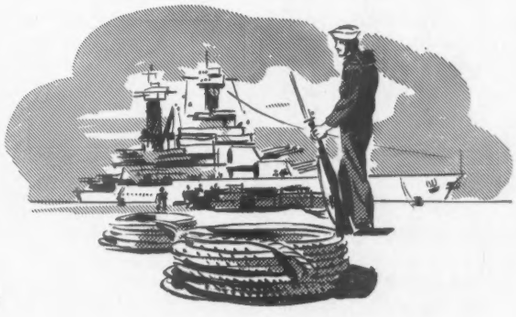

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attended by several of the clerks, went ashore to look over the ground and decide where to put their new trading post. There began a leisurely process of trade and parley with the local Indians, and another period in which Captain Thorn's temper was sorely tried.

Thorn was anxious to get rid of the partners and start his trading voyage up the coast to Vancouver Island. Unluckily, he had even less control over these gentlemen ashore than he had been able to exert at sea. The *Tonquin* was forced to remain where she was, and Thorn with her, until a site for the post had been agreed upon and shelter erected for the supplies.

One delay followed another. Two and a half months dragged by with Thorn in a mounting fret of impatience to be gone. It was the 5th of June before the *Tonquin* dropped down the Columbia River and out of the certain knowledge of any living white man.

(To be concluded)

"SWORDFISH"

(Continued from page 49)

a clear view ahead and of the dangerous quadrant, even when at the tiller.

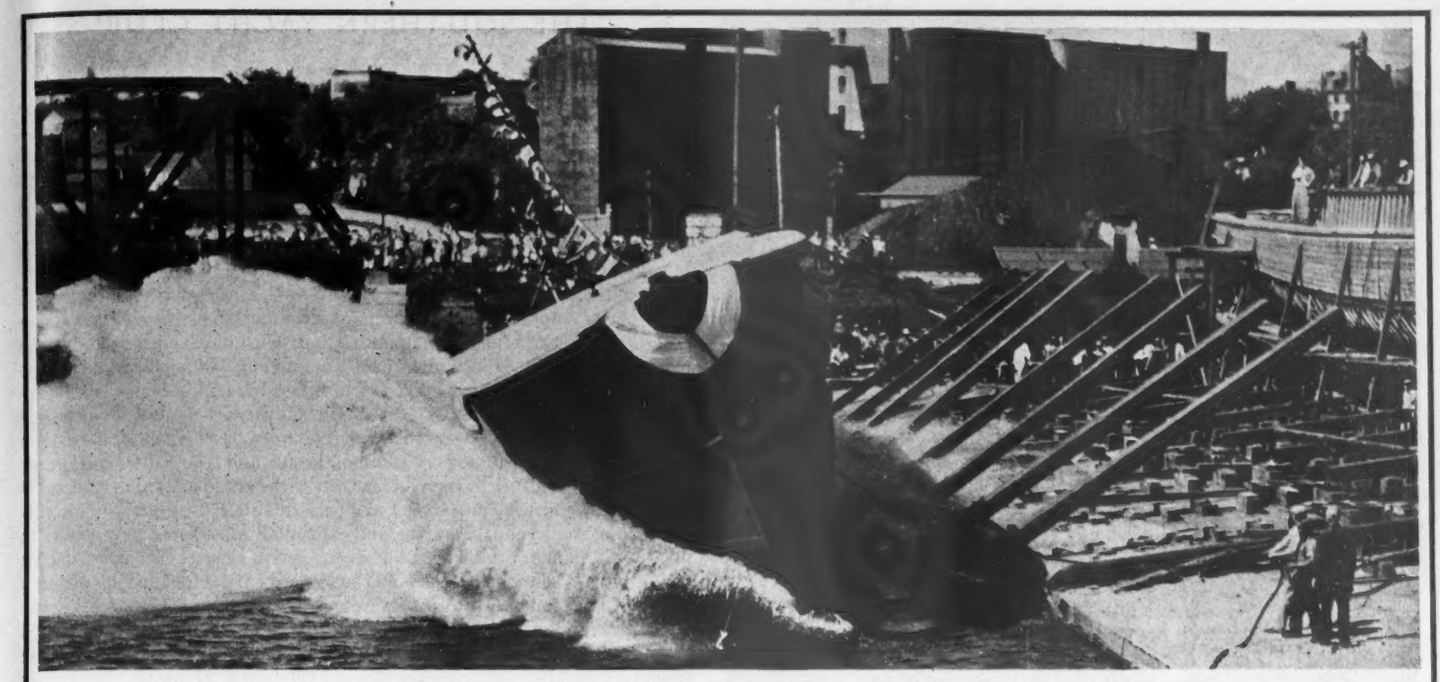
Now, let's see what she has to take care of the crew. Forward under the deck there is a slat bottomed shelf with a high lip, for a sail locker; under the sail locker another shelf for odds and ends; on the starboard side abaft it will be several galvanized harness hooks, the kind you had in the barn in the horse and buggy days, and on them are the spare cables, one about 50 fathoms of ¾" manila, and a couple about 20 fathoms long of ⅝" diameter. On the port side there will be the necessary clips to hold the mess table. Hooks on the bulkhead will take care of the oilskins and the heavy coats that are part of the ship's regular outfit for fall and winter use. The toilet is in the forepeak, where it provides the most room at the least cost of useful floor space.

Next aft is the galley. It will be allowed 4′ 6″ and the width of the boat, There will be a metal surfaced dresser top 2′ 3″ long and about 21″ wide, the sink will be about 12″ square and 6″ deep, set off in a corner to leave as much clear top as possible, the whole thing being soldered tight. Next aft on the same side will be the two-hole coal burning galley range with an oven. The coal bunker will be under the stove, of a size to hold more than a bushel of coal. After wrestling with all manner of trick doors to coal bunkers, I found the answer to that problem; when installing the animal, build up the face of the bunker to the height of the stove platform and set the stove back 6″ or 8″ from its edge, and omit the board between the stove and the front of the coal bunker. I wouldn't bother to run a chute to the deck to fill it, the quantity used won't be so great that it will be any hardship to carry it below and dump it in. In the summer, there will be a gasoline stove set inside the rails for those midday snacks when you don't want to bother with a fire in the big range. There will be only a partial bulkhead at the after end of the stove, about as high as the stove legs, so when the wind is cold in the late fall the heat can circulate as it should. The stove location shown is far better for heating efficiency than it would be if located aft.

On the other side of the ship is the ice box, built in, but with a couple inches of air space between it and the side of the boat. This will also have a dresser top, too high to use as a work table but handy to put things on. The grub section of the ice box will be forward, with a door in the front hinged at the bottom, but the ice in the after section will be loaded through a trap in the top; the ice tray will slope aft a bit, the ice water being drained off through a spigot. Under the ice box there will be a bin for stowing canned grub and vegetables. There is floor space in the galley for a man to work, it being 4′ 6″ long and at its forward end, where it is narrowest, 2′ 3″ between the dresser and the ice box. There will be a large bin outboard of the stove for the cooking gear and a drawer under the dresser beside the sink for the table hardware, another shelf and bin under it, with the usual dish lockers outboard. The shelf under the sink will have a round hole in it so the gurry bucket will have a home, and not roll around all over the cabin floor.

At the after end of the ice box will be a set of shelves running athwartships, with a vertical bulkhead inboard. They will be so laid out that there will be space for a small radio compass of the type that doubles as a broadcast receiver, with its power supply and loud speaker all bolted down so they will stay there till the bulkhead comes out of her. The other shelves will accommodate the library and there will be a little locker for the camera, its filters and spare film. Radio, books and camera ought to be as essential equipment aboard a boat that goes cruising as her anchors.

One of the hardest things to get in a small boat is a comfortable berth. The most comfortable I've ever caulked off in was in a fishing schooner. The bottom of the bunk was made up of flexible slats running lengthwise; they would give a little under your weight. A good, high bunk board held you in when she rolled. Next best is a frame of ¾" pipe with a canvas bottom laced to it. On the boat I have now, there are two of them slung over a couple of transoms fitted with 5 inner spring cushions. So, there will be two



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pipe berths each side. When the bunks are stowed, all the blankets and pillows are laid on the lower, it is swung up against the side of the ship, and the upper is swung down in front of it. The transoms will be about 18″ wide, and will have 2″ kapok cushions covered with tan duck. These transoms will have open fronts, with a ledge along the floor to keep all the junk under them from rolling out. Abaft the berths, on each side, will be a locker for shore clothes.

The cabin ceiling will be strips of pine or cedar about ½″ by 2″, spaced ½″ or so, running from the transoms to the clamp, the sides above the clamp not being ceiled. Some have to cover every bit of their boat's structure as if they felt ashamed of it but I'd rather have frame heads, clamps, and deck beams out in the open. There's only one more major item of equipment below, in the living end of the ship that is, and that is an important one; the mess table. The best I ever had is a solid sheet of Weldwood, with a stiffener all around it. Two short, folding legs at its forward corners engage closely-fitting sockets on the transom fronts, and there is a single wide leg aft. This stows against the bulkhead, occupying exactly 1″ of fore and aft space. It is a good table, solid and large enough to be useful, so I would try one of the same type, arranged to hook into sockets on the motor box and the mast and stow in chocks against the port side of the toilet room.

My preference for an engine for a boat of this type is a slow speed, heavy duty machine of about 30 hp. Motors of this type are accessible; installed as indicated, any part can be reached for examination and adjustment in a few minutes, using only standard tools. They develop their power at low engine speeds, 800 r.p.m. being about the highest. Bearing and cylinder wear are slight and, because of the moderate compression ratio, blown head gaskets are almost unknown. They have reasonably long life expectancy and their manufacturers' parts policy is good. Some of the engines I have seen in fishermen are almost old enough to vote.

The engine will be installed in the cabin, where I can get at it, where it will be dry under the most severe conditions, where there is room to get at every part of it, where it will be only a moment's task to wipe off any oil or dirt that may appear, and where all the little things that ought to be cared for before they become big jobs can be done. On damp summer days, the motor heat will usually keep the cabin dry without a fire in the galley range. The motor, if properly cleaned and cared for, won't have any objectionable smell, and I think the fire danger with the installation shown is less than with the kind on my present boat; nevertheless one item of engine room equipment that will be built in will be an exhaust blower of the spark-proof kind, sucking from down in the bilges under the carburetor.

As for hatches, particularly hatches over motors where there is a source of heat close to the hatch, I have found the finest thing to be a sheet of waterproof plywood with the usual oak lip and stiffeners.

The bulkhead abaft the motor will be watertight up to the shaft, and tight above it — solidly planked, that is, probably a sheet of ¾″ plywood. Behind the clothes lockers, under the cockpit floor on each side, are the Monel water tanks holding about 30 gallons each, enough for a week. On one side, between the engine bed and the water tank, will be a tool locker, with space for every tool needed to tear the engine down and build it up again, as well as a complete assortment of spare parts.

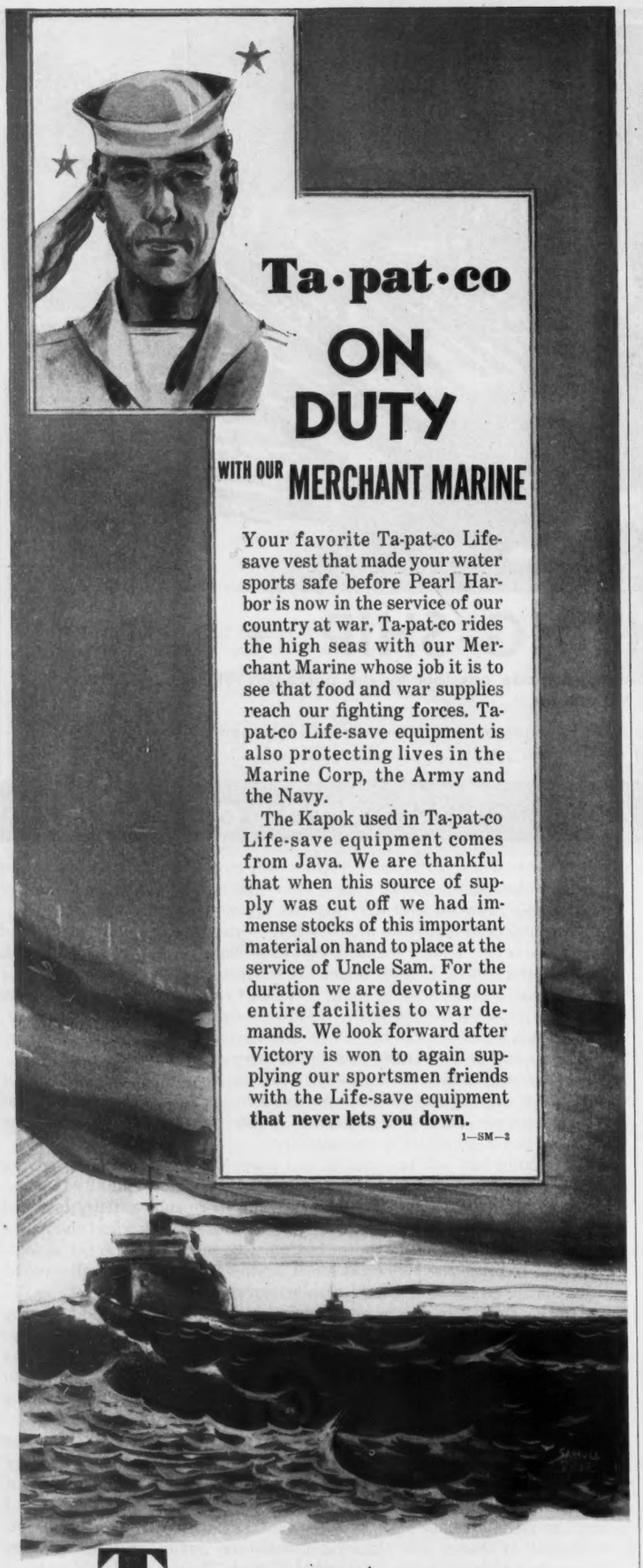
On the other side of the boat will be two heavy storage batteries, one for the motor starting and ignition system, the other for lighting; so arranged that a little air-cooled charging set, in a watertight box in a corner of the cockpit, can boost either when necessary.

The motor box will be made in two parts, the forward section, giving access to the flywheel, timer and electrical system, being instantly removable; the after part over the cylinders being more substantially fastened down, as above the motor there will be a seat with steering wheel and motor controls and the top of the motor box must be solidly built to act as footrest and to brace the helmsman's feet against. The compass will have at least a 6″ or larger card, fitted with a hood and light for night work.

On this type of boat, a windshield and steering shelter would be in the way more often than not, especially during the summer when swording; yet in the fall or early spring such an arrangement could by no means be as snug and comfortable as the little wheelhouse shown. As for sitting down to steer, I'm all for it. The wheelhouse and companionway act as an enormous skylight, giving lots of light below whether the doors are open or closed.

Since this boat will be used for pleasure, and won't have to stand the beating that is part of commercial fishing in the winter, there won't be any object in having her scantlings too heavy, so her backbone will be a piece of 8″, winter killed, native white oak; shaft log the same; horn timber and stem about 5″; frames 1¾″ by 2″, spaced 12″, with a 2″ floor timber on every pair of frames. For planking, I would use vertical grain Douglas fir, the grade used for stair treads, about 1¼″ thick. The decks I would make of Weldwood, using two thicknesses ⅜″ stock, glued together, with the butts well scattered. For fastenings, I would use galvanized boat nails, driven through and clenched, the heads being bunged.

Now there she is. She is the result of a lot of thought over a period of years and, better than that, is what my own and other men's experience at this kind of boating indicate should be a satisfactory little ship.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THE SOUTHERN YACHT CLUB

(Continued from page 30)

Commodore Samuel F. Heaslip (1912–13) appears to have been a dominant figure in racing during the first decade of the present century. He was a practical yachtsman and probably had no superior in Gulf waters when it came to handling boats. His racing feats are legend along the Gulf Coast. For years he owned and sailed one of the fastest schooners of her time, *Viola*. Later, he brought down from the North and East several boats to beat the current champions. Two of his most successful sloops were *Calypso*, bought in Marblehead, and *Cadillac*, which came from Detroit.

Then there was Commodore Ernest Lee Jahncke, who was active in both power and sail racing; Commodore Davis S. Wuescher, who has designed, built and raced innumerable craft with much success and is the oldest active skipper in club ranks; Commodore Garner H. Tullis, who made his mark in ocean racing, twice sailing his famous schooner *Windjammer* to victory in the St. Petersburg-Havana race, and Commodore August Capdevielle, who served as race committee chairman for more than ten years prior to assuming the commodoreship and who did much towards popularizing yachting in the Gulf section within the past twenty years. It was Capdevielle who introduced skipperette (the ladies) and junior (21-years of age and younger) racing and continually instituted new classes to take in all manner and types of craft for active racing. It was during his régime as race committee chairman that record entries for the long distance race (43), and for a regatta (54) were established. It was Capdevielle who inaugurated winter racing, though boats are never hauled out and stored away in New Orleans and boating goes on during the entire year. He scheduled the first midwinter regatta in 1933 during the Mardi Gras season and later coöperated with the New Orleans Mid-Winter Sports Association in staging an annual regatta during the Sugar Bowl program. The present commodore of the S.Y.C. is Leslie P. Beard, long prominent in yachting on the Gulf Coast. He has sailed with eminent success in all types of boats.

The venerable New Orleans club has witnessed an interesting evolution of racing boats on Lake Pontchartrain and neighboring waters. First, there were the schooners and big sloops that were popular during the first quarter-century of its existence. Then came the picturesque sandbaggers which carried a tremendous spread of canvas and required stalwart crews to handle them. A crewman had to be strong enough to throw sand bags from one side of the boat to the other and agile enough to carry another bag over with him when she came about.

At the turn of the century, there was a trend toward big cabin sloops. First, there was a group that included *Susie B*, *Agnes*, *Druid* and *Florence*. Later, came *Calypso*, *Cricket*, *Chewink* and *Cadillac*. These boats sailed some famous races that are remembered yet by old-timers among the club members. John A. Rawlins had *Cricket* built by Burgess and Packard, of Boston, with the avowed purpose of beating all the others. In her first race, the new craft was beaten but thereafter hardly anything in her class could touch her. *Cricket* ran a long string of victories which no boat before or since was able to approach.

The next class to gain popularity were the "machine sloops," which are shallow draft, wide-beamed boats with double rudders. They provided club fans with interesting races for many years. Later, after World War I, the S.Y.C. introduced the Fish Class, a club-owned one-design sloop that is today sailed throughout the Gulf section. The boat, conceived and designed

One of the famous Fish Class sloops of the Southern Yacht Club. These boats, built for the Club in 1918, are from designs by Rathbone De Buys, of New Orleans. They are 20' 7" in length over all, 16' 0" on the water line, 6' 6½" beam and 3' 1" draft. They carry 216 square feet of canvas

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by Rathbone DeBuys, a New Orleans architect, who at that time was race committee chairman, not only revived yachting in this section after it had reached its lowest ebb but did more to popularize sail racing in the South than any other type. It has brought many persons into yachting who otherwise would have never been able to participate in the sport. It was not necessary for a yachtsman to own a boat to sail in this class; all that was needed was membership in the Southern Yacht Club. Boats were rented for the races for a nominal sum, and scores of young men entered them. As a result, the membership began to boom, and three or four years after the class had been established, the club reached a peak of 2500 members. Normal membership now is around 600.

The Fish Class was the first original racing class to be introduced inside the S.Y.C., all others had been imported from other yachting centers. The boats are small and rugged, ideal for learning the rudiments of sail racing. They measure 20′ 7″ in length over all and 16′ 0″ on the water line; have an extreme beam of 6′ 6½″ and 6′ 0″ on water line; draw 3′ 1″ and carry 220 pounds in a fixed lead keel. Sail area is 216 square feet in the mainsail and 46 square feet in jib.

The class gradually spread along the Gulf Coast and today there are eleven clubs that own and maintain these boats. On the occasion of the Southern Yacht Club's 70th anniversary in 1919, Sir Thomas Lipton gave the S.Y.C. a beautiful, massive silver trophy to be sailed for by the various yacht clubs of the Gulf Coast in the then new Fish Class boats. The first interclub races for the Lipton Trophy were sailed in 1920 between the S.Y.C. and the Pensacola Yacht Club. They have been held annually ever since.

The great English sportsman became endeared to the S.Y.C. early in life. When a young man, just out of his teens, Lipton lived in New Orleans and supported himself by driving a mule-drawn street car on a suburban line. He has often told, with much reminiscent pleasure, of how he would walk "all the way to the Poydras Market, in those days, for his lunch because there he could get for a nickel the biggest piece of pie to be had for the money in New Orleans."

After the Fish Class came the 21-foot Cabin Sloop Class. A dozen of these fast boats were brought down from the East. In 1925, the International Star Class was adopted by the club through the efforts of ex-Commodore Ernest Lee Jahncke. He handled the financing and building of the original fleet of twelve boats. This class started the club on its way to national fame. Prentice E. Edrington, Jr., and Gilbert T. Gray won the Star Class championship with *Sparkler I* at Newport Harbor, California, one year after the same combination had won the Star Class Mid-Winter championship series at Havana. Several years later, in 1932, Gilbert T. Gray, with the late Andrew J. Libano, Jr., as crew, sailed *Jupiter* to the Olympic Star Class championship at Los Angeles. In 1939, Edward B. Jahncke and Rex Cross, sailing *Scout*, captured the Star Class spring championship series at New Orleans.

The second and only other original racing class initiated by the S.Y.C. was the Gulf One-Design Sloops, adopted as a class in 1936. These boats are the brain child of a local naval architect, John O. Prados. Today there are twelve of them in commission. Originally designed for cruising, they have shown surprising speed and now form one of the fastest and most active S.Y.C. racing classes. Their specifications follow: length over all, 28′; length water line, 23′; beam at deck, 8′ ¾″; beam at water line, 8′; draft (board up), 2′ 10″; draft (board down), 6′; keel (iron) 1200 pounds; mainsail, 285 square feet; jib, 95 square feet; spinnaker, 200 square feet. Gulf One-Design boats have a permanent built-in cabin with small galley, sleeping accommodations for four persons, ice box, storage space and lockers.

The last class to be recognized was the Sound Interclub Class of sloops, imported from Long Island Sound.

The trend in boats has been from the larger and more costlier craft to smaller and faster boats that are inexpensive in so far as purchase and upkeep are concerned, are easier to handle and do not require large crews.

Power boatmen, too, have written glorious pages in the history of the 94-year old club. In 1912, the Southern Marine Marathon was run for the first time for power cruisers, from West End to Pensacola, Fla., a distance of approximately 200 miles. Big fleets competed in the event annually until 1925, when difficulties in handicapping caused dissatisfaction and finally resulted in abandonment of the race. Since 1915, the club has been a member of the American Power Boat Association. In 1922, as a result of a visit to New Orleans by Commodore Sheldon Clark, of the Chicago Yacht Club, the S.Y.C. joined the Mississippi Valley Power Boat Association. In February, 1923, and April, 1924, the club held the midwinter championships of the M.V.P.B.A. on Lake Pontchartrain. Many of the well known "speedsters" of the day competed there.

At present, the S.Y.C. has an even dozen racing classes. These include schooners, cutters, Marconi-rigged 21′ cabin sloops, gaff-rigged 21′ cabin sloops, Stars, Gulf One-Design Class sloops, Fish Class sloops, knockabout sloops, auxiliary sloops, yawls, Lightnings and Snipes. The club's fleet of sail craft totals almost 200. Adding power cruisers, it numbers over 500.

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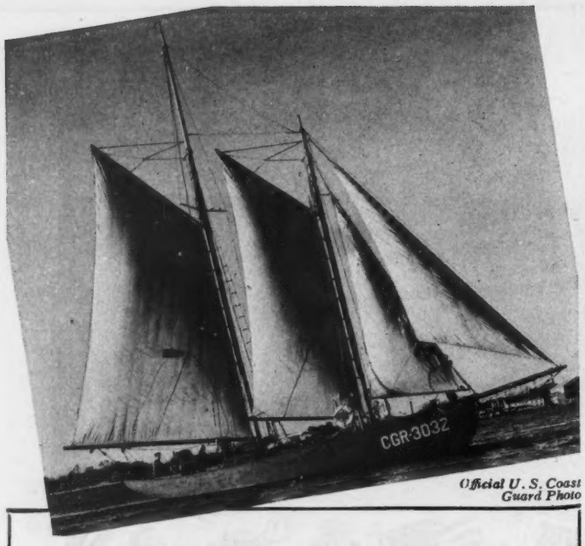

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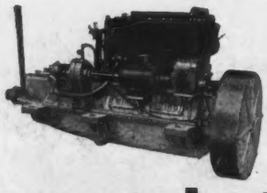
sea-going yacht--or

U.S. COAST GUARD

Coastal Picket Patrol



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This season, races are being held only on Sunday afternoons. In peace time, there are races every Saturday afternoon and on Sunday mornings and afternoons. Six privately-owned classes are active this year. The club-owned Fish boats have been dismantled for the duration, although the club is continuing its activity in the class by competing in interclub races at clubs still racing Fish Class boats, and in the annual Lipton Trophy races.

Most popular races on the annual program are the cross-Lake Pontchartrain sailing race and power boat cruise to the Tchefuncte River, a distance of 22 miles, and return, and the long distance sailing race, which will terminate this year on Mobile Bay for the first time since 1930, although for forty years previously the club raced there yearly. In the past dozen years, these races have finished alternately at Biloxi, and Gulfport. Usually, there is a week of racing on the Mississippi Gulf Coast with the yacht clubs of Biloxi, Gulfport and Pass Christian staging regattas of two or more days. This year, this feature of the yearly schedule has been suspended.

Unlike a doting old fellow looking back with admiration and satisfaction over his past achievements, feeling that he has had a full life and things have been well done, the Southern Yacht Club is looking forward to the day it completes 100 years of existence and yachting progress — and moves on into its next century. Naturally, it expects to see more people sailing and enjoying the many pleasures which yachting affords. Officials foresee larger and more colorful regattas, a larger club fleet and more diversified classes. They anticipate other clubs in the Gulf sector adopting similar classes to theirs and providing more competition in a wider field than heretofore. And they expect to build a new, smaller, more compact clubhouse, with such adjuncts as a swimming pool and tennis courts, after the conflict.

UNDER THE LEE OF THE LONGBOAT

(Continued from page 40)

large, dirty place on the ocean, bottom mud and a black gluey substance which comes from the explosive," he wrote. "The crew rush to the side of the ship and search the water anxiously. 'No fish,' they say. 'What has happened to the fish? You'd think there would be one or two killed by the blast.' They have set off one of the most terrible weapons in the world and they are worried about the fish."

Aren't they the tender-hearted men, the mine sweepers? Worried about the fish! What they're actually worried about is that, in spite of having set off one of the most terrible weapons in the world, there ain't going to be no fish to eat. If the author of "Of Mice and Men" were to watch a depth charge attack he'd see evidences of the same worry. Why, I know a man who worried about the fish so much that every Friday afternoon he imagined he sighted a periscope bearing one-eight-o. Having sighted it, his conscience permitted him to drop a dynamite charge over the stern. The charge having blown, he reversed course and worried like everything if his crew didn't net enough fish for supper.

Some day I'll tell you all about the dynamite depth charges. But by that time you probably will be uninterested in lethal subjects. Isn't it just my bad luck to have been placed in one of the most confidential branches of the silent service? Or did somebody arbitrarily put me in mine sweeping in order to pipe me down?

W. C. Shroeder Photo

"U.S.S. Knoxville," the third new type Frigate to be launched on the Great Lakes, slides down the ways at the yard of Leathem D. Smith, Sturgeon Bay, Wis.

EVEN THOUGH IT'S ONLY AN ARTIST'S NIGHTMARE, I PICK THIS ONE
Yachting
LOOK, FISHER ~ I CAN'T SLIDE MY SLIDE RULE IF YOU KEEP PUSHING!!
STOP WASTING MY TIME, OLIN ~ THIS ENTRY BY MY COUSIN, FRANASTRAN, IS GONNA WIN ~ OR ELSE ~!
OUTSIDE, BUM!
BUT I'M McCLURE ~ AND IF MY ENTRY DOESN'T WIN IT'S A DIRTY FRAME!
I MUST BE CALM ~ SERENE ~ MAYBE IF I CLOSE MY EYES AND COUNT TO AN HUNDRED IT WILL ALL GO AWAY!
WHY DO I HAVE TO LIKE BOATS? IF ONLY I'D GONE IN FOR PING-PONG, CROQUET OR PARLOR POST OFFICE I WOULDN'T BE IN THIS DIVE!
ASPIRIN
DARRELL McCLURE

Judges Stone, Stephens, Fisher, Middleton and Chapman weigh the merits of each entry in the

RICHARDSON "Cruiser of Tomorrow" CONTEST

Like Judge Chapman above, we voice a similar plaint—"Why did we ever think we could select the winners by August first?" Seriously though, we discovered at the last minute that according to the rules of the contest we had to wait sufficiently long to allow all entries—postmarked anywhere in the world—to arrive. There were frantic requests from members of the Armed Services to "wait for mine" from far-away places like Australia and Alaska. Under the circumstances, we just had to wait. Because of this delay, we will not be able to announce the winners until next month. You'll find them all listed in this magazine.

When the war is over, some of these winning ideas will be built into the Richardson "Cruiser of Tomorrow." In the meantime, we're building war boats.
RICHARDSON BOAT CO., INC., N. Tonawanda, N. Y.

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Chas. Bassetta shrimp and fish dealer of Fernandina, Fla., and the trawler "Ocean Bride"

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Speaking for the crews of his Eagle, Ocean Bride, Sea Emperor and Marianna, Bassetta writes:

"These fishing trawlers average 55 feet O.A. and are equipped with 60 lb. Danforth Anchors. The men appreciate the advantages of the Danforth because there is nothing on which it can foul. You can't drag the bottom with these anchors. A Danforth stays put. There is no comparison between these easy to handle Danforths and the cumbersome, old fashioned weights. In a choppy sea, it makes a great difference wrestling with a small 60 lb. Danforth and a weighty 250 lb. kedge. To be exact, I am sold on the Danforth Anchor."

The Danforth has got to be good to win the approval of commercial fishermen. They know what it's like to be out in rough weather riding out a heavy blow at anchor. Old salts swear by the Danforth.

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BUY WAR BONDS

A THREE-MEAL-A-DAY BOAT

(Continued from page 34)

harbor to harbor, I cite the report of an acquaintance of mine who once sailed in the cutter *Java Head* in an ocean race. The maximum number of days required for the voyage was estimated, and that many separate packages of food provided, some of it prepared to require only heating up. Each package was marked for the day of use and the meal for which it was intended. They were good meals, too, yet possible to serve quickly and with a minimum of effort. That's super-duper planning! And the same system could be used by auxiliaries today on offshore patrol.

With too many people, life afloat consists of canned fruit juice, dry cereal and coffee for breakfast, crackers and cheese for lunch and a complete canned menu for dinner. These people are the kind who "hate" salads as well as fresh vegetables and whose idea of a perfect dinner is steak, french fries and coffee. At the risk of sounding dogmatic, I say that if you do not know how to eat, you do not know how to cruise. The chorus of disagreement comes from dyspeptics. There is no excuse in the modern cruising boat for not eating well on the usual harbor-hopping voyage and, even if your boat isn't modern in other respects, there's no excuse for an inefficient galley.

To cruise in a civilized fashion you must have facilities for keeping perishables. You should be able to stow about four pounds of ice for every foot of boat's length; if you can carry more, it means less dependence upon ports of supply. The next thing of importance is a stove. A gas range, operated with bottled gas, is very convenient although the gas is highly explosive, but no more dangerous than any other gas fumes finding their way to the bilge. Then there is the old favorite Shipmate range with a kerosene burner. If the galley is large enough for plenty of ventilation, you can't beat an old-fashioned coal or briquette fire. Its principal drawback is the difficulty of obtaining proper draft with the usual Charlie Noble, under certain conditions.

You must have heat to cook — frequently, intense heat. On the average small cruiser, we do not have the space for the best tools so we use a two-burner alcohol or kerosene stove of the pressure variety. I've used both and I'm impartial. Alcohol is cleaner and there's no soot to clog up burners but kerosene has the advantage of much lower cost and it is sold everywhere. A stove of this kind hung in gimbals is excellent for cooking when under way. The installation of these small stoves is important because of the need of using surplus heat to keep things hot. The simplest and best installation is to remove the bottom drip pan (if it has one) and then raise the stove enough to allow room under the burners for one or more dishes. Otherwise, a metal shelf over the stove can be used successfully to keep things hot.

Next to the stove in importance are the cook's implements. One of the blessings of this war is the disappearance of aluminum cooking utensils. Iron for frying or baking and enamelware for boiling are both superior to aluminum. Stainless steel, if you can get it, is marvelous in saucepans but personally I prefer black iron for frying and baking. The well-equipped galley will have two sizes of frying pans, a double-boiler, two sizes of saucepans with covers, two earthenware mixing bowls, a strainer, an egg-beater, cake turner, mixing spoons, sharp knives, steel forks, wooden salad bowl and a bread and chopping board.

Now, we will assume you are planning a week-end cruise. Let's suppose you are sailing Saturday morning. The right way to provision a vessel for a short voyage is to draw up a list of meals required, decide what the menu will be for each meal, and buy accordingly. Even in normal times, when anticipating a few days and nights at sea, provision can be made for foods that can be heated and served from a tossing galley. Naturally, you figure the amounts needed for the number of people to be fed. For such a week-end, you'll have one breakfast, two lunches and two dinners, unless you plan to get home in time for a Sunday evening meal ashore. But there should always be provision made for an unexpected meal afloat; you might not get home on schedule. It is the only meal on a short cruise for which there is any excuse to eat solely out of cans.

Let's suppose we are planning a simple Saturday evening dinner on a two-burner stove. There are peas — fresh, of course — boiled potatoes, steak (if you can get it), salad, dessert and coffee. The trick in serving this meal properly is to have everything ready at the same time. Therefore, put a saucepan with water on one burner with the peeled potatoes in the cold water. I said *peeled* potatoes, because you can't boil a potato with the jacket on and get anything but an indigestible mess of glue. Sure, I know about the vitamins in the skin, but let's forget vitamins and eat well. While the potatoes are cooking, prepare the salad and dessert. You'll have plenty of time because it will take those potatoes at least 45 minutes to cook until a fork thrust into one of them meets with no resistance.

When the potatoes are almost done, start your second burner and put on

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"Wherever you cruise... you'll find a Matthews"

a saucepan of water for the peas but don't dump the peas in until the water boils. You thereby instantaneously cook the outer skin which imprisons the flavor and juices. This should be an unvarying rule for cooking any green vegetables.

With the peas on and cooking (until slightly soft inside) remove the potatoes and pour off the water — but don't cover them. Let them steam or they'll get soggy. Put a heavy frying pan on that flame and let it get *hot*. You are going to pan-broil your steak, searing it on one side for a few seconds and then turning it over and back again — but don't salt it. Salt causes the juices to run out. If you are using a heavy iron pan, you can get it so hot it will almost burn the meat. This is exactly the right way to cook it so long as you turn it frequently to keep it from charring.

Now your peas are done so pour off the water, put them in a serving dish with butter on them and a dash of salt and tuck them away under the stove to keep hot. Take your potato pan and put it on the burner until you dry out those spuds thoroughly, taking them off just before they stick to the pan. You'll then have a mealy, dry potato, perfectly cooked. This is the simplest good meal you can cook; but suppose you can't get a steak. Here's an excellent substitute. Ask the butcher for "cube" steaks, pieces of top round put through a machine which criss-crosses them with slices deep into the meat. You'll need one for each person. Drench them with flour and pat it into the meat. This is important as it keeps the juices in and the meat tender. Cook them in a well-greased frying pan until brown on both sides.

If a frying chicken is available and you want to try it, there is only one trick in this job that you ought to know. Keep the cut-up chicken on ice for an hour before frying. This makes it tender. Dredge the pieces in flour and fry slowly for a long time. With two frying pans working, it will require at least an hour.

As for breakfast, this is a meal that has gone out of style in many homes but to a few old-fashioned gluttons like myself it is important — in fact, it carries a lot of weight! I'm not going to tell you how to fry eggs or make coffee. Anybody who really likes coffee takes the trouble to learn how to make it to suit his taste. As for me, if I can see a dime at the bottom of a cup of coffee I'll throw the junk to leeward.

If you like sea food, here are some pointers about cooking things that swim or crawl. Plunge crabs into boiling water and cook them fifteen minutes but don't treat a lobster in this uncivilized fashion. A lobster should be placed in cold water and allowed to succumb gradually as his temperature mounts. He gets sleepy and dies relaxed and tender. But if you treat him like a crab, his muscles instantly tense and become indigestible. From the time the water begins to boil, he should remain from 15 to 30 minutes, depending upon size. Cook all fish thoroughly. It is difficult to cook fish too long and most amateur cooks serve it practically raw. Fish should be floured and fried in very hot, well-salted fat. The salt prevents sticking to the pan and don't ask me why. It just does.

Just to give you a specialty of mine here's a sandwich that would make a fortune for a restaurant. Place a slab of store cheese flavored with a few drops of Worcestershire Sauce between two slices of white bread. Drop a piece of butter about the size of a walnut in a fairly hot frying pan and launch the sandwich on top of it. Have another piece of butter riding on the upper deck of the sandwich. When it begins to smoke, capsize it and fry the other side.

There are a number of tricks in boat cookery you may not be familiar with; for example, a quick and easy way to make clam chowder. Dice a cupful of clams and add them to a can of creamed potato soup. The result is a good imitation of New England clam chowder. But have the clams and their liquor hot when you mix this into the creamed soup or you may curdle it. If you prefer the so-called New York chowder, with vegetables, just substitute vegetable soup.

A can of condensed tomato soup, used thick as it comes from the can, seasoned with chopped green peppers, pimento, sautéed onions and celery mixed, makes a noble sauce to spread over spaghetti. You sauté onions and celery by chopping them fine and frying them in a little butter until slightly brown.

Nothing has been said here about baking because the average yachtsman seldom has such facilities until he gets into a galley equipped with a gas range, a Number 1016 Shipmate coal stove or larger. It is a fortunate man who has an oven and knows what to do with it. So, if you have one and are not a good cook, perhaps some of this galley gab may encourage you to learn what an oven is for. It's a safe bet that in New England waters, wherever there's an oven there's a bean pot. And in southern waters there'll be a pan or Pyrex dish for baking spoonbread.

Good cooking on a small boat requires some knowledge of how to eat, and how to cook, plus management, plus the right tools. You can't live well on a boat with just a frying pan, coffee pot and can-opener. You can't have well-balanced meals without something green and something raw. And watch the starch. Remember, starch is all right in a dress shirt front but not so good in the area just back of it.

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"Murrelet's" cabin shows a neat and comfortable arrangement and is an example of what can be achieved even in a boat of fairly narrow beam

ONE-DESIGN AND CLASS RACING

(Continued from page 46)

against future new boats; although they have long lives on the Lakes and West Coast, where all good International Rule boats go and where new boats are not built to beat them. I am sure George Nichols, owner of *Goose*, would build a new "Six" anyway, so the vested interest disappears and, likewise, the need for the three-year wait called for in the rules. It would be well, however, to give notice now of a desire to change the rule.

In the matter of rig, Bill Luders' boat shows an advance in sail design and also provides some of the necessary means to handle the increased assortment of sails. Booms and battens are really makeshift devices for a racing boat and are unnecessary nuisances, being at times destructive to canvas and craniums.

The double, or rather alternate, head rig shown by Bill Luders does not appeal to me, personally. To my way of thinking, it makes for too large assortment of sails for a small boat. Furthermore, there would be the nuisance of jibstays in the way of the small spinnaker in one case and of the large genoa in the other. However, Bill makes quite a point of having the numerous sails "to play with."

On the whole, except for the head rig, Bill Luders' design is a good one and the International Rule should be revised so as to turn out a hull and rig pretty much along these lines.

I hope this article will at least start some discussion about International racing in open classes. Something must be done to make certain that this fine sport continues and also to keep the racing from falling off in the years between those of International Races.

BENNETT FISHER

NOTE: *It should be pointed out that what Luders was attempting to produce was something on a production basis which would show economy of construction that would enable the boats to be bought by a group of people who could not afford to build to the open class. He was not advocating one-design as against open class development.* — ED.

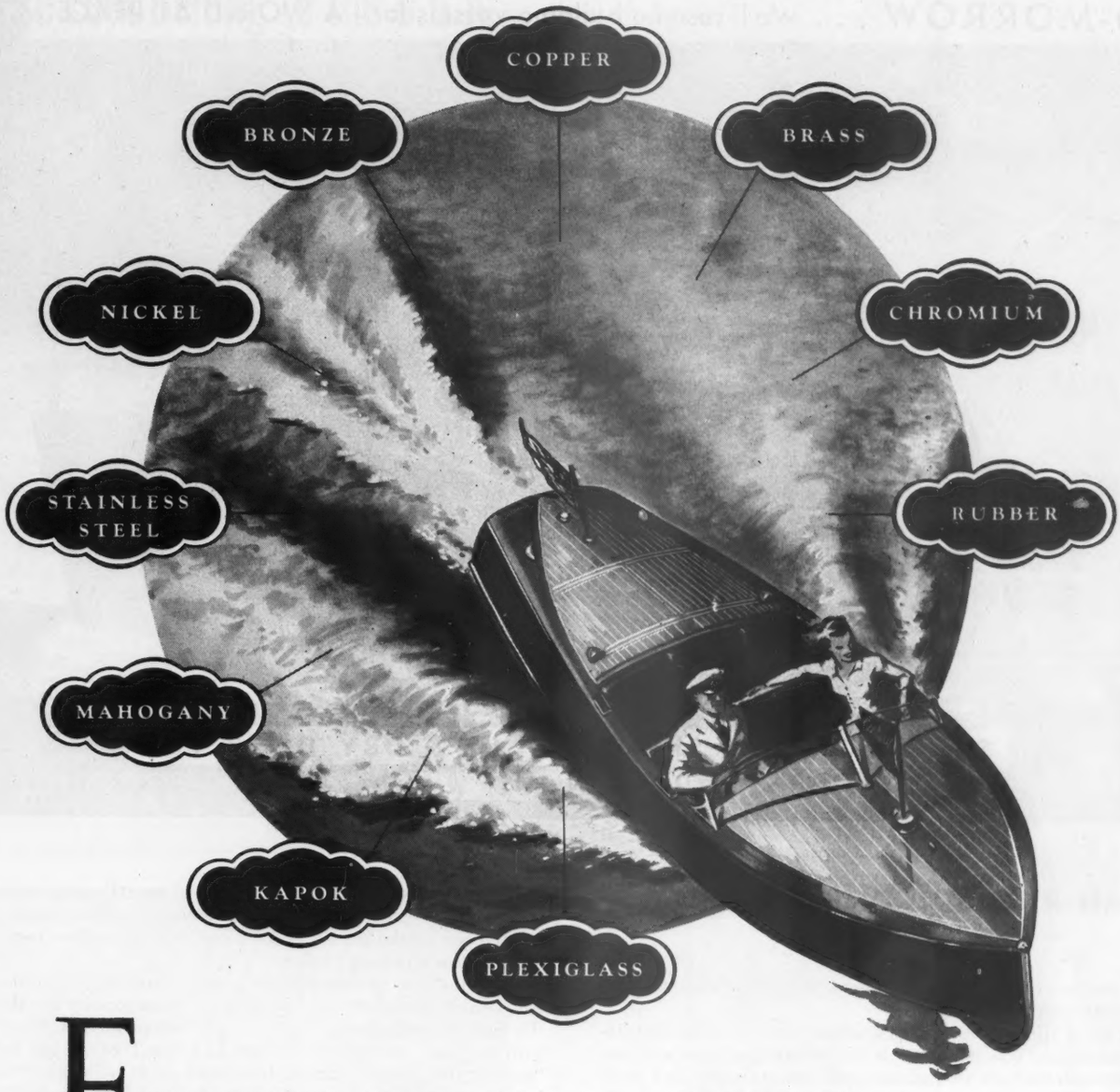
GREEN BAY—IN PEACE OR WAR

(Continued from page 22)

second 16 miles to Menominee, and the third, 17 miles, is to Ephraim, where the fleet lies over an extra day for the Ephraim Regatta and then starts north on the last day on a run of 42 miles to the place of beginning, every day in scenery of unsurpassed beauty.

The regatta at Ephraim is a well-established event, having been run for more than 35 consecutive years. As many as 50 yachts, from 12 to 250 feet in length, attend in normal times. The Green Bay Association of Yacht Clubs has made a special effort to promote small boat sailing, and many of the clubs have organized sizable fleets in the Sea Gull Class. Each fleet sends its representative team to the championship meet to race for the cup donated by Alfred Henes. This will be raced for again at the Ephraim Regatta this year.

A yachtsman will find that the best time of all the year to cruise in Green Bay is from mid-July to late August. With the regular government charts, Light List and Survey of Northern and Northwestern Lakes, he will be well prepared. The Great Lakes Cruising Club in its exceptional Port Pilot and Log Book has done a fine job of charting and describing the out-of-the-way spots on Green Bay and listing facilities available there to yachtsmen. Crowded with history, graced by the beauty of scene and by the quiet of far places, Green Bay calls the enterprising yachtsman.



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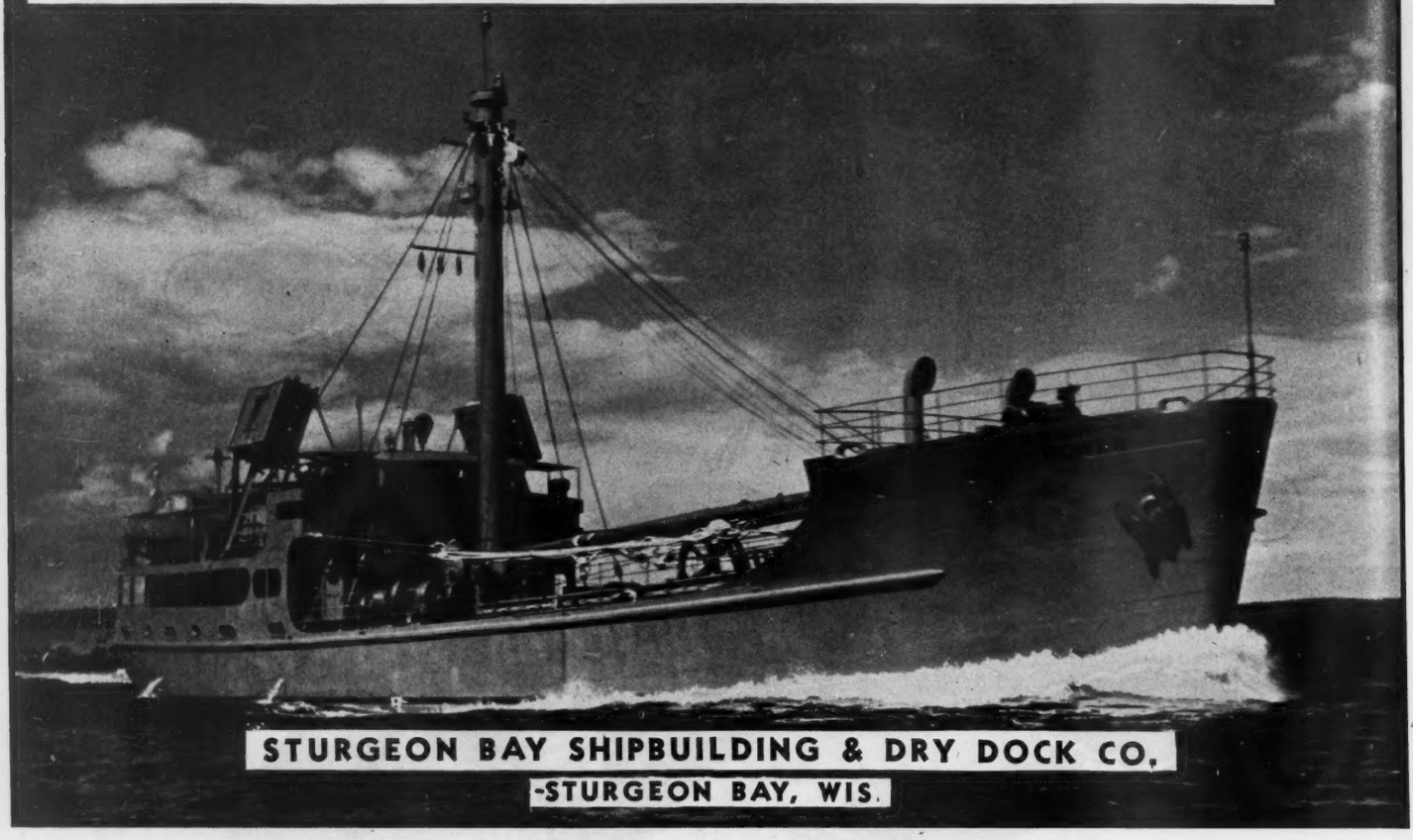

STURGEON BAY SHIPBUILDING & DRY DOCK CO.
-STURGEON BAY, WIS.

OLD MAN RIVER DELIVERS THE GOODS

(Continued from page 28)

by reason of the fact that they have formed a part of the impressive armada which floats down the Mississippi.

But no picture of Middle Western construction would be complete without some explanation of how it is possible that these many lake and river yards are able to achieve their astonishing production schedules. In a word, the answer is prefabrication and sub-assembly. A giant delivery web stretches out from each of these yards to hundreds of manufacturers, and from them, by truck, train and barge, come the motors, small boats and prefabricated sections which collectively make up the finished vessel. For example, there are no less than 215 naval contractors in the Ninth Naval District, which embraces almost the entirety of the Central States, and each one of them is building some part of a ship. But this is not quite the complete answer, for building technique has also played an important rôle in the shipbuilding miracle which has taken place.

The Dravo yard at Pittsburgh is a case in point. Upon receiving its first naval contract this company immediately set to work to capitalize on the many building tricks learned during many years of constructing and repairing river craft. The first contract was for the construction of 173-foot PCs and, because of the number of vessels involved in the contract, a production line method of building was established. The hull sections were built on special jigs, in inverted position, and, contrary to the usual shipyard practice, the deck was laid first rather than the keel. This is an old technique in river boatyards, and one of its principal advantages is that it permits *down* hand welding, an operation which the greenest apprentice can pick up in a relatively short time. As the hull sections were completed, they were then turned over by giant shipyard cranes and were placed on the launching line. As soon as the hull nearest the river was launched, the next hull was moved on a series of transfer carriages into the launching berth vacated; the third hull was moved into the second position and construction was started in the third berth.

The LSTs which have been built at Dravo and other river yards have been constructed on the same assembly line scheme. It is now common practice to have a large number of hulls under construction at one time and in position parallel to the launching berth. As soon as a launching occurs, the other hulls move forward on transfer trucks which are in themselves hydraulic jacks and which move on a series of specially prepared tracks. Not only does this method permit the simultaneous construction of a number of hulls in the available yard space while only the one nearest completion occupies the launching berth.

Down the river at Jeffersonville is the famous old yard of the Jeffersonville Boat & Machinery Co., which in the years gone by was the builder of the famous Eagle packet boats of ante-bellum renown. Since 1941, the yard has had a complete face-lifting and, like Topsy, it has subsequently "growed and growed." Having completed the PC schedule, it is now turning out several LSTs a month, which allows two and one-half months between keel laying and launching. Up to a few months ago, over fifty per cent of the prefabricated sections of these vessels were delivered directly to the yard by water, but the urgency of construction schedules now necessitates overland delivery for a majority of these as well as the many items of equipment which go into the completed vessels. The thousands of invoices in the builders' files give every point in the compass as the origin of the hundreds of items which find their places on board: anchors from California, reduction gears from the southeast and landing boats from Michigan and Ohio.

To one who is used to the conventional fore and aft launching, a sidewise launching is a startling and impressive sight, especially when the vessel in question is a huge and boxlike LST. At first glance, the ship seemingly sits precariously on the launching cradle at a height above the water which invariably appears much higher than it actually is. At the signal, the ship begins to move, slowly at first but, gaining speed she gathers a momentum which amounts to hitting the water at approximately 30 miles an hour! There is an impressive cascade of water as the vessel is waterborne but, when the spray clears away, the vessel, surprisingly enough to the onlooker, is still in one piece, and is being docilely towed to the fitting out basins.

The coastal mariner would never think of the southern capital of Nashville, Tennessee, as a shipbuilding center, yet both the Army and Navy will be the first to testify to the excellence of the many types of warcraft which have come from the yard of the Nashville Bridge Co. This firm also has a long tradition of finely built river vessels, and it was therefore logical that it should have been called in when the inland building schedule was initiated. Having built mine sweepers and barges, it is now busily engaged on a large sub-chaser program.

The launching and ferrying of the warcraft built at Nashville present numerous special problems, for the pool stage of the Cumberland is nine

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In all weather and under all conditions the Coast Guard Auxiliary performs an important "watch dog" service. Like their brothers in the Air Corps, the Navy and the Army, scores of C. G. A. men depend upon the patented Sperry Top-Sider sole for complete safety on wet or dry heeling decks. Before the war Sperry Top-Siders were famous in the finest yachting circles—today they are serving the armed forces with greater foot safety. Your dealer may have Top-Siders in stock. If not, write directly to us.

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Outstanding Design . . Sound Construction

A family cruise? Your Owens has two cabins sleeping four or more, plus a big lavatory and roomy galley. A fishing trip? There's 60 sq. ft. of cockpit, aft, for casting or trolling. A regatta? Her graceful lines and staunch sea-worthiness will bring envy to onlookers. Two generations of scientific boatbuilding have gone into your Owens. They've packed her 30-foot hull with big-yacht luxury . . . and comfort . . . they've built her to laugh at storms, to take it, year in and year out. She's one sweet cruiser!

Big Galley. One way to sell the missus on an Owens is to show her this big modern galley . . . clean, compact, well-ventilated. Man, can you do justice to outdoor appetites with a galley like this! And if it's a stag weekend, remember, you've six feet of headroom in the galley, too. Owens design is tops!

Real "Backbone." Tough? You bet! Look at this extra-heavy keel unit. 3"x14" one piece white oak keel, 3" stem, oversize floor frames and engine stringers. Making a *unit* of all these structural members is an exclusive Owens strength feature. Owens emphasis on strength means added safety, longer life, lower upkeep costs.

Today, your War Bonds are buying these Owens crash boats for the Army. Tomorrow, they'll buy the sweetest Owens cruisers ever . . . for you. Meanwhile let us send you our pre-war catalogue. Write for Catalogue Y, Owens Yacht Co., Dundalk, Baltimore-22, Maryland.

OWENS 30 ft.
The Ideal Cruiser

OWENS YACHT COMPANY, DUNDALK, BALTIMORE, MD

Speed Victory...

BUY U.S. WAR BONDS AND STAMPS

TOMORROW'S SUNSET

When you get hot and bothered this summer and in the mood for starting off on a long cool cruise in your own boat, just go out and buy yourself a War Bond. Thus, you will be hastening the day of that vacation and saving for it at the same time.

Our production lines are devoted to subchasers now, but when the Victory your War Savings are helping to bring arrives, we'll have a new cruiser waiting for you.

Elizabeth City Shipyard

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DEPTH CHARGE ATTACK!

"Fire one . . . fire two!"—an order that any K-gun crew can obey with a hearty will! There are many stirring tales in the saga of this war which tell of the relentless drive on Axis submarines by our gallant men of the sea.

It's all in the day's work for these fellows—heroes, if you please—with each man *believing* in the fighting qualities of his ship! Units of our Navy are afloat all over the world—each representing the aggregate of skill and background that goes into American shipbuilding.

Let's cheer the men who sail these ships . . . let's give 'em the best we've got . . . and

KEEP ON BUYING U. S. WAR BONDS!

Wilcox, Crittenden & Co., Inc.

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MIDDLETOWN, CONNECTICUT

Landing boats from the Chris-Craft plant on the first stage of their journey to an unknown combat zone. By rail, truck and water, such craft are shipped to all points

feet while the vessels draw a minimum of nine and one-half. But this river is as erratic as are most of its inland counterparts, and more than once holes have had to be cut in the ships' bottoms to keep them from floating off their cradles when the river was in flood. As a result, the standing joke at Nashville is that their ships are the only vessels in the Navy which have been twice "launched." But, despite floods and droughts, the production schedule is an impressive one for it calls for a completed hull in less than two months and the commissioning in a considerably shorter period. And it should be noted that Nashville-built vessels are unique in two respects; they are launched endwise, and no ship leaves the yard without a bicycle or two being put on board for the benefit of the ship's officers. No wonder Cumberland River vessels are popular in the Navy!

This same construction story is being repeated at a score of inland river yards: at Memphis, Tenn.; Seneca, Ill.; Evansville, Ind.; and Kansas City, Mo.; to name but a few. Army vessels are coming from Marietta, Ohio, and numerous Louisiana yards; Coast Guard cutters from Dubuque, Iowa, and Blair, Nebraska; sub-chasers from as far up the Mississippi as Minnesota, Army vessels from the Equitable Equipment Co. in Louisiana, while a score of smaller yards along the major inland streams are turning out aircraft rescue boats and landing craft in seemingly endless quantities.

No history of this inland-built navy would be complete without a description of that great southern shipyard whose vessels have become a byword in almost every theater of operation. These several yards are those of the Higgins Industries: the home of torpedo boats and landing craft of every size and type. The company's three plants are all located in New Orleans, and each one provides a graphic demonstration of modern production line methods of boatbuilding. At each of these plants, warcraft are under construction for various branches of the nation's armed forces as well as for other members of the Allied naval services.

The Higgins 78-foot PTs are built on two individual assembly lines, each one having seven boats under construction at the same time. The time from laying the keel to launching is less than three weeks and, upon completion, the hulls are shifted by freight car to the fitting out basin on the Industrial Canal. Here the four torpedo tubes, the numerous guns and other equipment are installed, after which the boats are given their official trials on nearby Lake Pontchartrain. With the exception of the keel, these vessels are principally of mahogany construction throughout, and are powered with three 12-cylinder Packards.

On the second floor of Higgins' main plant, the 36-foot landing boats and the 50-foot tank lighters grow from a simple framework to the completed craft as they move along the four busy production lines which have a capacity of several finished boats a day. The constructional details of these rugged craft are of unusual interest. Built bottom up, the 36-foot boats have an all-plywood hull with an outer V-bottom of mahogany, double. They are partially armored, having steel ramps and semi-steel plating at the water line. The 50-foot tank landing craft are of welded steel. Both types have tunnel sterns.

Higgins is also constructing a novel type of 36-foot landing boat for the Army. Having the original Eureka type bow, these cabin craft are armed with a .50 cal. machine gun and are designed to take severe punishment. The same firm has done an enormous amount of construction for the Army, including cargo lighters, tank lighters, landing boats, troop carriers, tugs and aircraft rescue boats. Today, this organization is embarked upon a large building program for the Maritime Commission as well as the construction of a special type of cargo planes.

\+ + +

Perhaps the most interesting operation to be associated with the "catfish fleet" is the delivery of these many vessels from the building yards to the sea. A vivid and first hand account of this unique ferrying assignment

TUG O'WAR —by Gibbs

WEEK in and week out, month after month, fighting ships slide down the ways of the Gibbs shipyards. Patrol chasers, minesweepers, seagoing Navy tugs like the one shown here, and tiny, but powerful harbor tugs are living examples of Gibbs' versatility in building wood and metal boats.

This versatility, this high skill born of experience building fighting ships in two wars and work-boats and pleasure-craft during more than a quarter century of peace will again be at your service after victory. And when post-war competition begins to sharpen, you'll find worthwhile values in GIBBS-built quality.

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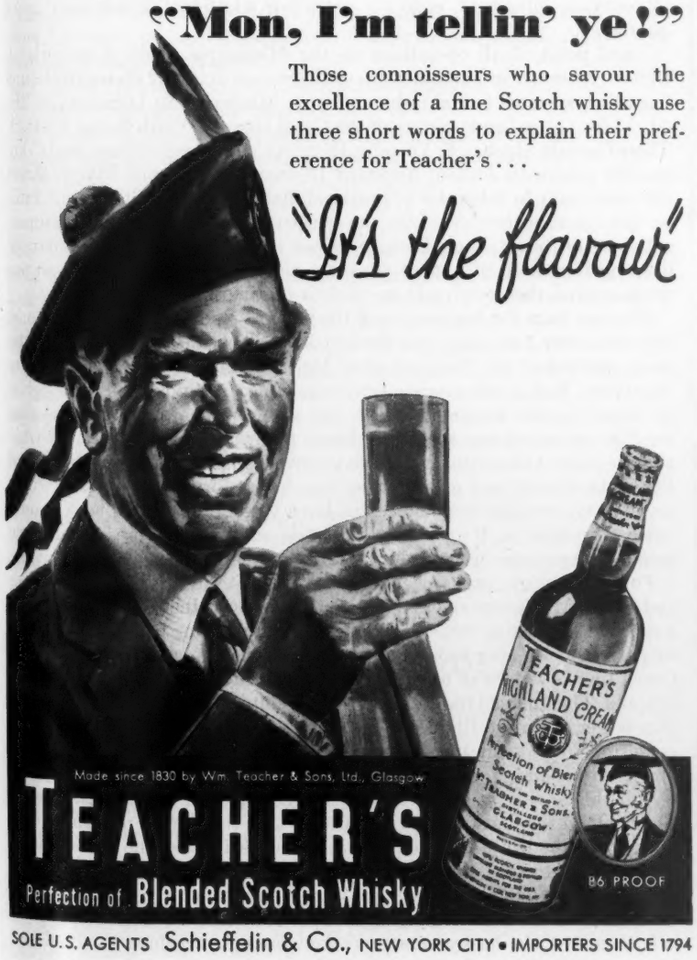
ARMY E NAVY GIBBS

"Mon, I'm tellin' ye!"

Those connoisseurs who savour the excellence of a fine Scotch whisky use three short words to explain their preference for Teacher's . . .

"It's the flavour"



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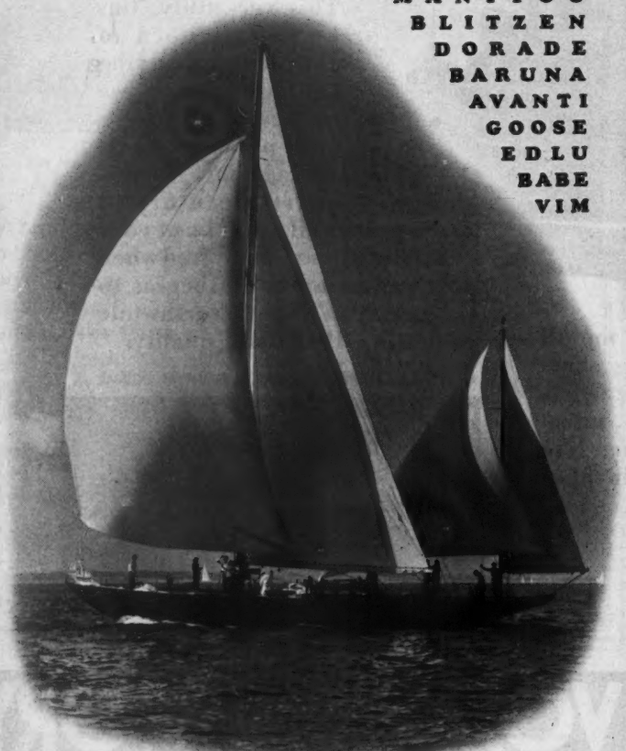
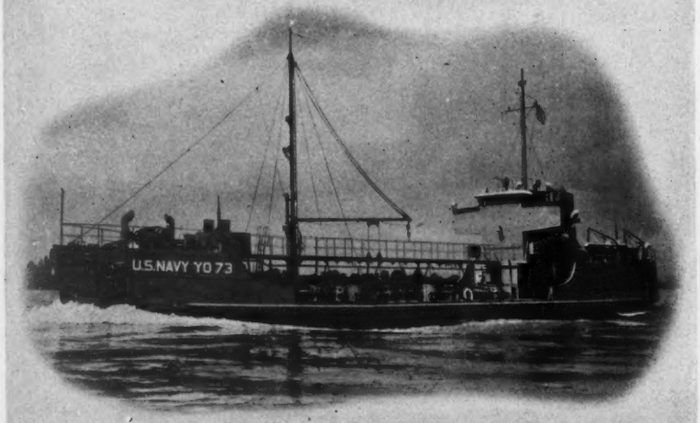


SINCE PEARL HARBOR

Design Agents for the U.S. Navy



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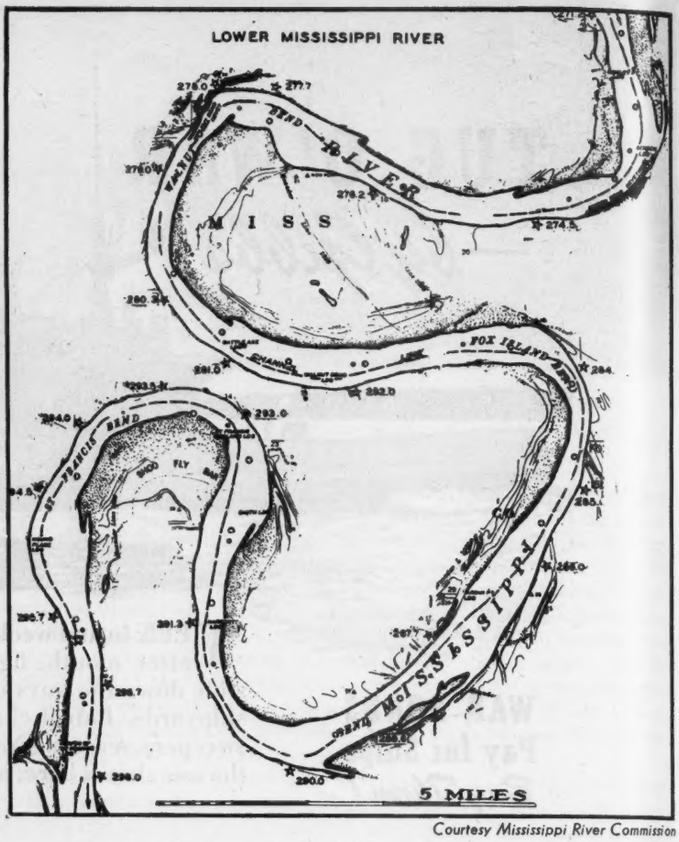


Courtesy Mississippi River Commission

Some idea of the Mississippi River's windings and twistings may be gained from this section of a chart of the lower river. The channel is indicated by the black line

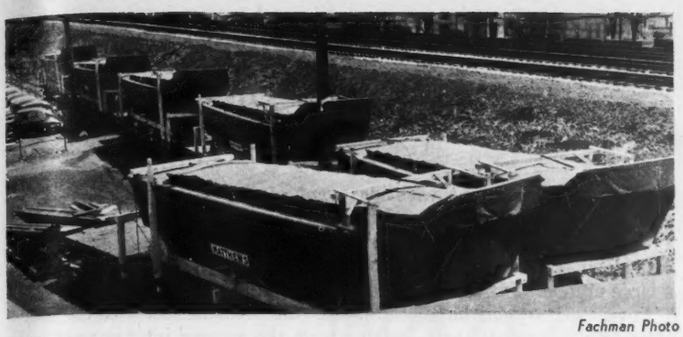
has been described in *Ferry Command* by Lt. Robert H. Hale, USNR, (YACHTING, July, 1943, page 21) but a few additional details may be of interest.

Focal point of all operations on the Mississippi, Ohio, Cumberland, Illinois, Missouri and all other navigable waters in the 22 states stretching from Pennsylvania to Nebraska and from Minnesota to Louisiana, is the city of St. Louis, headquarters of the Coast Guard's Ninth Naval District. There Captain Stephen S. Yeandle, District Coast Guard Officer, and Commander Beckwith Jordan, Assistant District Coast Guard Officer, direct the movement to tidewater of nearly all fighting and auxiliary craft built on the inland waterways. Like the sensitive tentacles of a huge octopus, activities of the St. Louis District stretch out to all corners of the nation, drawing thousands of tons of vital war needs to the center of the waterways system, then routing them to their destination.

The trip from the headwaters of the Ohio to New Orleans is a long one, approximately 1500 miles, yet the first LST which was completed at Pittsburgh arrived at the Naval Base at Algiers eight and one-half days after departure. Today, the average time from Seneca, Illinois, or Pittsburgh is ten days — if the weather behaves. One would not normally imagine that weather presented any special problems to river navigation yet the Ohio and the lower Mississippi are known to have fogs that would put the Grand Banks to shame, and even a river can have storms and squalls which greatly reduce visibility and often makes a vessel unmanageable. Not only is ice a problem in the winter, but floods and shoaling present an even greater operational hazard during the months of normal temperature.

For many years, annual ice blockades halted traffic on both the Illinois and Upper Mississippi rivers. Last winter, however, the Coast Guard built a special ice-breaking cutter, the *Fern*, and after fitting her with an 85-ton ice plow modeled after those used in the Netherlands, smashed through the frozen Illinois waterway to release thousands of tons of vitally-needed war supplies. This enabled the first LST vessel built inland to proceed under her own power down the Illinois to the Gulf.

During subsequent months, the *Fern* and a second Coast Guard ice breaker, the *Sawyer*, continued to keep the Illinois open its entire length to permit the movement of other LSTs and hundreds of commercial vessels. This marked the first time in river history that the Illinois remained open throughout the winter. The effort was so successful that the Coast Guard then decided to send two big cutters with similar ice plows up the Mississippi. Leaving St. Louis early in March, the vessels were confronted by the coldest winter in 70 years. Huge ice packs threatened time after time to halt them but the husky vessels cracked through, reaching St. Paul and Minneapolis well ahead of normal, spring break-ups.



Fachman Photo

36' landing boats being shipped from The Matthews Co. plant at Port Clinton, Ohio. Built in the Middle West, their ultimate destination may be Sicily, England, Guadalcanal, the Aleutians or New Guinea

Due to the nature of their hull design, many of the warcraft constructed inland are delivered to New Orleans by tow rather than under their own power. Perhaps the strangest towing assignments are those which call for the delivery of the oceangoing submarines which are being built at Manitowoc on Lake Michigan. *Peto*, the initial vessel of the program, had three important "firsts" associated with her commissioning. She was the first Navy submarine ever to be built along an inland waterway of the United States. She was the first Navy submarine ever to undergo trials in the Great Lakes. She was the first man-o'-war to traverse the mid-western waterways to reach the sea.

Her passage to tidewater presented two diametrically opposed problems: first, to float her low enough to pass under certain fixed bridges; and, second, to float her high enough to pass over known bars and areas of low water. The problem was ingeniously solved by the construction of a special type of floating drydock or pontoon, so designed that it could raise or lower the vessel at will. The device has proven completely successful in every respect, so much so that a similar type of camel will be employed to bring down the 300-foot DEs now under construction on the upper Ohio.

The part which the river pilots have played in this ferrying operation has been a major one. In fact, without them the outcome of the whole inland shipbuilding program operation would have been questionable. All of them, with the sole exception of the apprentice pilots, have been on the rivers for years, and know every foot of their hidden shoals and twisting channels. Today, as officers in the Coast Guard, they are the invaluable "right hand" of every ferry crew commander. Ranging from 26 to 60 years of age, their river service has been from four to 40 years. And it's a safe bet that not one of them ever thought he would live to see the day when he would go past Cairo on the conning tower of a submarine!

\+ + +

So down the Mississippi they come, these many vessels of the "catfish fleet," to the Naval Base at New Orleans which is both their destination and their starting point. Here the ferry crews will leave them, to entrain again for yards up the river where they will take over another vessel fresh from the outfitting dock and once more make the long passage down to the sea. Here, too, the combat crew steps aboard, here ammunition is loaded, stores are replenished, and the thousand and one last minute details are completed before finally shoving off for a combat zone 500 or 5000 miles away.

Be they mine sweepers or sub-chasers, submarines or landing craft — bound out for Attu or Algiers or Guadalcanal — each is now a proud ship of the Fleet, and one as rugged and seagoing as the product of the saltiest coastal yard. But, wherever they go or whatever their destiny may be, they will always remain one of the mighty "catfish fleet" and will carry with them the blessings and God speed of the legion of shipbuilders who fashion their ships expertly beside the rivers and lakes of the Middle West.

CAPTAIN CHARLES RODSTROM

▶ Captain Charles Rodstrom, long one of the nation's prominent racing skippers, passed away early in July. Born in Sweden, he came to this country as a young man and served as skipper of *Sea Fox*, flagship of the New York Yacht Club, from 1903 to 1917. He served as a lieutenant in the Navy during the World War, and commanded U.S.S. *Narada*. Among the many vessels on which he was captain were Horatio S. Shonnard's *Sonnica*, Harry Payne Whitney's *Pawnee*, Daniel C. Jackling's *Cyprus*, James A. Moffett's *Bidou* and Carll Tucker's *Migrant*. He also commanded George Vetlesen's *Vema*, which in May, 1932, made a record passage from Montauk Point, L. I., to Bishop's Rock, England, in ten days and twenty-one hours under sail and power.

GROCO
RAW WATER STRAINERS
Guard Her Mighty Engines

Over 30,000 of these Groco Raw Water Strainers are now on duty—preventing clogged water jackets, broken water pumps and overheated engines.

Design Patent 133,177

CHRIS-CRAFT LANDING CRAFT

Groco Raw Water Strainers are standard equipment on the thousands of landing boats that are pouring from CHRIS-CRAFT SHIP YARDS.

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5th FREEDOM

To the four freedoms for which America is fighting—might be added a fifth: *To preserve our common heritage in the great outdoors* . . . to preserve the way of life which permits any man to own a boat and enjoy it in his own individual way. To this end, DUNPHY will continue, as soon as fighting boats are no longer needed, to make its traditionally outstanding contribution in the field of better boating . . . and finer boats.

DUNPHY BOAT CORP. OSHKOSH, WIS.

Dunphy

OUTBOARDS - SAILBOATS - ROWBOATS

All dressed up—and no place to go!

That's the lot of many boats in America's pleasure fleet this summer. But the gas they save is helping to speed Victory . . . and so their owners accept it cheerfully.

For they know that a better day is coming — when they can once more roam the wide waters as they please in craft kept shipshape with Smith's Cup Defender Finishes.

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EDWARD SMITH & CO. Inc.

Marine Finishes Exclusively

11 East 36th Street, New York City

News from Yachting Centers

THE SOUTH SHORE OF LAKE ERIE

By John G. Robinson

▶ The most important yachting event of the year on Lake Erie, the annual meet of the I.L.Y.A., will be held at Put-in-Bay, August 7th–11th. Present indications are that entries in the various classes will at least equal and probably surpass last year, for Lake Erie sailors have brought a large number of boats from other lakes and from the Atlantic Coast.

Power boat owners have been conserving precious fuel with the idea of attending this regatta and, judging from the avowed intentions of many owners, it looks as if the power boat men will be out in force, particularly so because it doesn't take much gasoline to have a good time at Put-in-Bay.

Inter-Lake Commodore Milton N. Gallup has completed the selection of strong, well-balanced committees to handle all details.

▶ Three of Lake Erie's best known long distance cruising races for auxiliaries have been run off successfully; the Mills Trophy race at Toledo and the Roberts Memorial Trophy event at Cleveland, both held June 26th–27th, and the annual Erie, Pa., to Dover, Ont., event on July 3rd, sponsored by the Erie Y.C.

In the race for the Merrill B. Mills Trophy at Toledo there were 26 starters in the various classes. Favored with a heavy southwest breeze the boats made a record run on the first leg to the Detroit River light. *Shamrock*, Ernie Grates, was first to finish and took the Dwight Kelsey Trophy. George A. Naumann's yawl *Estrellita* took the Mills Trophy, on corrected time, with Cletus Welling's *Vitesse II* in second place.

The Ford Trophy, for smaller cruising auxiliaries, was won by Carl Seifert's Week-Ender *Windsong*, of the Toledo Y.C. *Shamrock*, winner of the time prize, also took down the Affleck Trophy for the racing division and the Toledo Blade Trophy for the Universal Class.

Ten auxiliaries started off Rocky River in the annual Roberts Memorial Trophy race to Kelley Island and return, and only two finished, the winner being Robert Fowler's yawl *Lucky Star*, of the Cleveland Y.C., with *Duchess*, owned and sailed by Commodore Charles F. Stewart, of the Mentor Harbor Y.C., second. *Lucky Star*, formerly *Abreeza*, was first to finish and also first on corrected time, taking the Sam Deutsch Trophy in addition to the major prize. Most of the contestants suffered from navigation trouble, being unable to find Kelley Island, the turning point.

Ray Higgins' beautiful Rhodes 27 sloop *Marbara*, of the Mentor Harbor Y.C., took the 36th annual Erie to Port Dover, Ont., International Race, beating the crack Erie Y.C. yawls *Carina* and *Enigma*. Ten boats started, all from the Erie Y.C. except *Marbara*. *Enigma* was first to finish at Port Dover, leading *Carina* by approximately two minutes, with *Marbara* slightly more than a mile astern. On corrected time, *Marbara* won by 18 minutes with *Carina* second by a margin of only 14 seconds over *Enigma*.

Marbara was sailed by her owner, Ray Higgins, with a crack crew from Mentor consisting of S. K. Wellman, Allen Gould, Harold Loomis and Warren Chase, Jr. Due to limitation in the deed of gift, which provides that the Annette Trophy can go only to a boat from the Erie Y.C., this trophy was awarded to *Carina*, owned and skippered by Jim Rider.

▶ Ray St. John, of the Cleveland Y.C., has bought the 30-Square-Metre sloop *Starling* from Quincy A. Shaw, of Boston. *Starling* was shipped overland by truck and is now at Rocky River.

C. deV. Miller, of Beach Cliff, O., has bought Ray St. John's crack Class R sloop *Doress* and will sail out of Rocky River.

Dr. Milton B. Cohen, of Cleveland, has bought the 16′ keel sloop formerly owned by M. W. Jennison, of Greenville, Pa., and will sail out of Chagrin River this season.

Paul Abramoska, of Parma, O., has bought the 32′ Richardson cruiser *Irene II* from G. A. Sopp, of the Erie Y.C., and has secured a dock at Cliffton Park Lagoon, Lakewood, for the season.

Milo S. Ketum, assistant professor of industrial engineering at Case University, Cleveland, has bought Robert Purcell's auxiliary sloop *Ripple* and has joined the Cleveland Y.C.

Dr. J. M. Kinstle, of the Vermilion Y.C., has sold his 38′ Matthews cruiser *Meral* to a well-known member of the Mentor Harbor Y.C. and Russell B. Coleman, also of the Vermilion Y.C., has sold his 37′ Chris-Craft cruiser to a Michigan yachtsman.

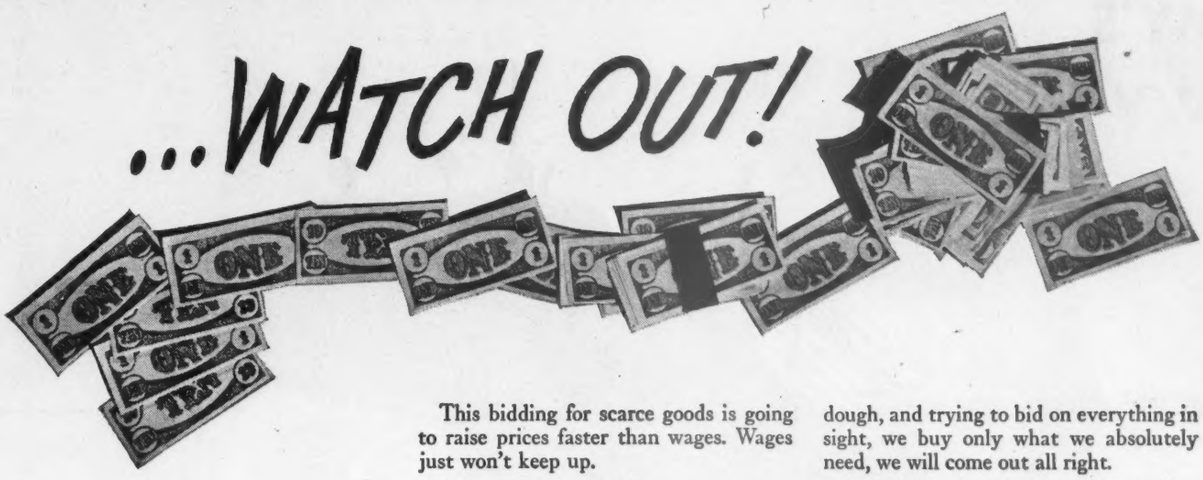
Robert W. Lowrie, of Hudson, O., has bought J. R. Braun's 26′ Chris-Craft cruiser *Cavalier* and has joined the Grand River Y.C.

Larry Waldrick, of the White City Y.C., who is Vice Commander of Coast Guard Flotilla 6–05, is the new owner of a Lightning. Wally Kinnal, of the same club, has bought a Mentor Harbor One-Design Class sloop from Ed Southworth.

James Eells, of Euclid, O., has bought Julius Simms' 31′ auxiliary ketch.

IF YOU'RE MAKING MORE MONEY

...WATCH OUT!



WE WANT TO WARN YOU, before you read this page, that you've got to use your head to understand it.

We also want to warn you that—if you don't bother to read it carefully enough to understand it—you may wake up after this war as poor as a church mouse.

• • •

This year Americans are going to make —minus taxes—125 billion dollars.

But this year, we civilians are not going to have 125 billion dollars' worth of goods to spend this on. We're only going to have 80 billion dollars' worth. The rest of our goods are being used to fight the war.

That leaves 45 billion dollars' worth of money burning in our jeans.

Well, we can do 2 things with this 45 billion dollars. One will make us all poor after the war. The other way will make us decently prosperous.

This way the 45 billion dollars will make us poor

If each of us should take his share of this 45 billion dollars (which averages approximately $330 per person) and hustle out to buy all he could with it—what would happen is what happens at an auction where every farmer there wants a horse that's up for sale.

If we tried to buy all we wanted, we would bid the prices of things up and up and up. Instead of paying $10 for a dress we're going to pay $15. Instead of $5 for a pair of shoes we're going to pay $8.

This bidding for scarce goods is going to raise prices faster than wages. Wages just won't keep up.

So what will people do?

U. S. workers will ask for more money. Since labor is scarce, a lot of them will get it. Then farmers and business men who

feel the pinch are going to ask more money for their goods.

And prices will go *still higher*. And the majority of us will be in that same old spot again—only worse.

This is what is known as Inflation.

Our government is doing a lot of things to keep prices down . . . rationing the scarcest goods, putting ceiling prices on things, stabilizing wages, increasing taxes.

But the government can't do the *whole job*. So let's see what *we* can do about it.

This way the 45 billion dollars will make us prosperous

If, instead of running out with our extra dough, and trying to bid on everything in sight, we buy only what we absolutely need, we will come out all right.

If, for instance, we put this money into (1) Taxes; (2) War Bonds; (3) Paying off old debts; (4) Life Insurance; and (5) The Bank, we don't bid up the prices of goods at all. And if besides doing this we (6) refuse to pay more than the ceiling prices; and (7) ask no more for what we have to sell—no more in wages, no more for goods—*prices stay where they are now.*

And we pile up a bank account. We have our family protected in case we die. We have War Bonds that'll make the down payment on a new house after the war, or help us retire some day. And we don't have taxes after the war that practically strangle us.

Maybe, doing this sounds as if it isn't fun. But being shot at up at the front isn't fun, either. You have a duty to those soldiers as well as to yourself. You *can't* let the money that's burning a hole in your pocket start setting the country on fire.

★ ★ ★

This advertisement, prepared by the War Advertising Council, is contributed by this Magazine in co-operation with the Magazine Publishers of America.

KEEP PRICES DOWN!

Use it up
Wear it out
Make it do
Or do without

LAKE MICHIGAN BREEZES

By Warren T. Davis

▶ The percentage of fine yachts racing this year seems higher than ever before. This was especially noticeable in the races from Chicago to Saugatuck and from Black Lake to Chicago on the week-end of the 4th of July. A fleet of 29 beautiful, high-grade boats took part. Going to Saugatuck, there was plenty of wind but coming back was almost entirely a drift. Your correspondent sailed over with Ned Sheridan in the yawl *Teaser* with four skippers and three navigators, probably the reason we ended up about the foot of the list. Coming back to Chicago from Black Lake, Mal Vail and his chaperon, your correspondent, sailed with Bud Snite in *Tahuna*, his recently purchased yawl. Bud took the time prize going over but the additions to his crew managed to hold up proceedings pretty well so that Bob Benedict, in *Southern Cross*, took first on the return trip. Bob is a perennial winner in this race. It was so flat that only a few finished in the time limit of 22 hours plus allowance. Al Peuquet, in his Eight-Metre *Conewago*, took the Universal Time Prize on this return trip beating out *Falcon II*, Clare Udell and Ole Karas, who had won the race over. The race to Saugatuck was sponsored by the Jackson Park Y.C. and the race from Black Lake to Chicago by the Chicago Y.C.

▶ The first big race of the season was from Chicago to Michigan City. It was sponsored by Columbia Y.C. and was the 52nd annual sailing of the event. Harry Nye, Jr., in *Gossoon II*, took the time prize for the Universals against 16 others in the class with Eddie Schnabel, in *Yankee*, a close second. John McInnis, in *Chinook*, took first in the Cruising Division against 26 other contestants. George Sollitt and Phil Hill, in their new cutter *White Cloud*, made the best elapsed time record sailing the 37 statute mile course in 3:56:21. Willis Ware, Vice Commodore of Columbia Y.C., took first in the Tumlaren Class.

▶ Bert Williams took the honors in the Jackson Park Y.C. annual invitation series for the Star Class in *Bubbling Over*. The Stars, Arrows, Snipes and Lightnings are being enthusiastically raced in the various clubs.

▶ The revival of the Southern Shore Y.C. and Jackson Park Y.C. Challenge Race for power yachts, in which consistency in navigation and shiphandling were stressed, had to be called off on account of the weather.

▶ The Chicago Y.C. has 12 R Class boats in its fleet this year and the racing is extremely stiff. In the Subscription Trophy series, held July 3rd, 4th and 5th, Ed Schnabel, in *Yankee*, took first.

▶ In the Chicago Y.C., Dr. William Christoph has sold his power boat *Dee Dee Ess* to R. W. Stillwell and Carl Adams has acquired a Chris-Craft day cruiser. Kenneth Stanford is adding *Hostess* to the fleet. She was previously owned in Detroit and has a fine racing record. The Chicago Corinthian Y.C. reports that J. C. Rosulek sold *Tzigane*, a Lightning, to Robert Rapp and bought an Arrow Class sloop from Barton Hope. Ed Hamick sold his Arrow *Pedigree* to Norman Louendahl.

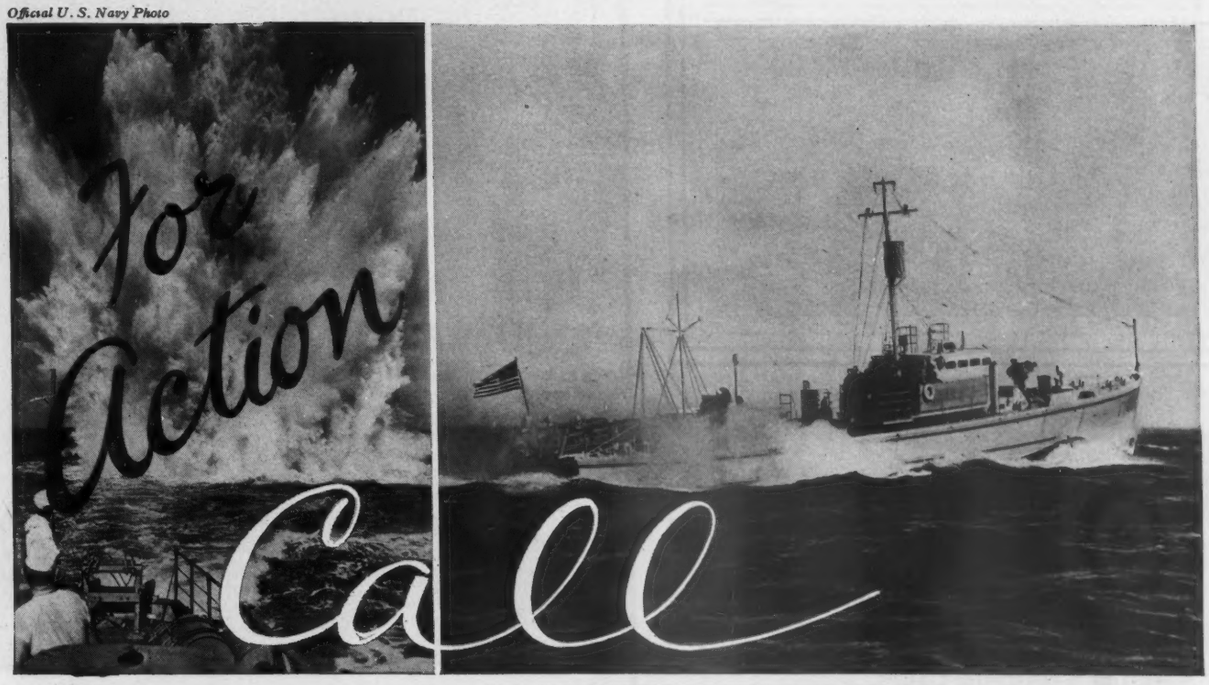
▶ S.S.S. *Privateer* (Sea Scouts to you) celebrated its 18th anniversary this summer. This "ship" is sponsored by the Chicago Y.C. and the club is justly proud of its protégé. Founded in 1925, this is the oldest Sea Scout Ship in Chicago and perhaps in the country. It is interesting to note that *Privateer* members or alumni have sailed in every Mackinac Race since the founding of the ship. Total registration numbers nearly 400. By 1943, these boys had accumulated more than 15,000 miles on the water. Over the years they have won many national and sectional honors.

▶ The midshipmen training, engaged in by Chicago yachtsmen, is going well with a better understanding on the part of yachtsmen as to their responsibilities. Owners are no longer taken aback when a string of young men in uniform comes scrambling aboard and salutes the quarterdeck and the officer of the watch. Ship handling, problems in piloting, man overboard drill, etc., make each two and a quarter hour period full of action.

▶ The Foster Boat Co., located on Lake Charlevoix, which has been doing work for the Navy, recently revamped its marine basin to expedite testing and delivery of Navy boats. From all reports, it makes an excellent bass pound. With government restrictions and No Trespass regulations, it's a terrible temptation for the barefoot boy fisherman, with his cane pole, to try his luck in this quiet pool where he knows there are fish.

▶ The 136′ sub-chaser *PCS 1424* was launched from the yard of the Burger Boat Co., Manitowoc, in June. She carries a plaque certifying that she is being sponsored by Manitowoc. Series E bonds to the amount of $650,000 were bought within the city of Manitowoc to represent the purchase price of this vessel.

Official U. S. Navy Photo



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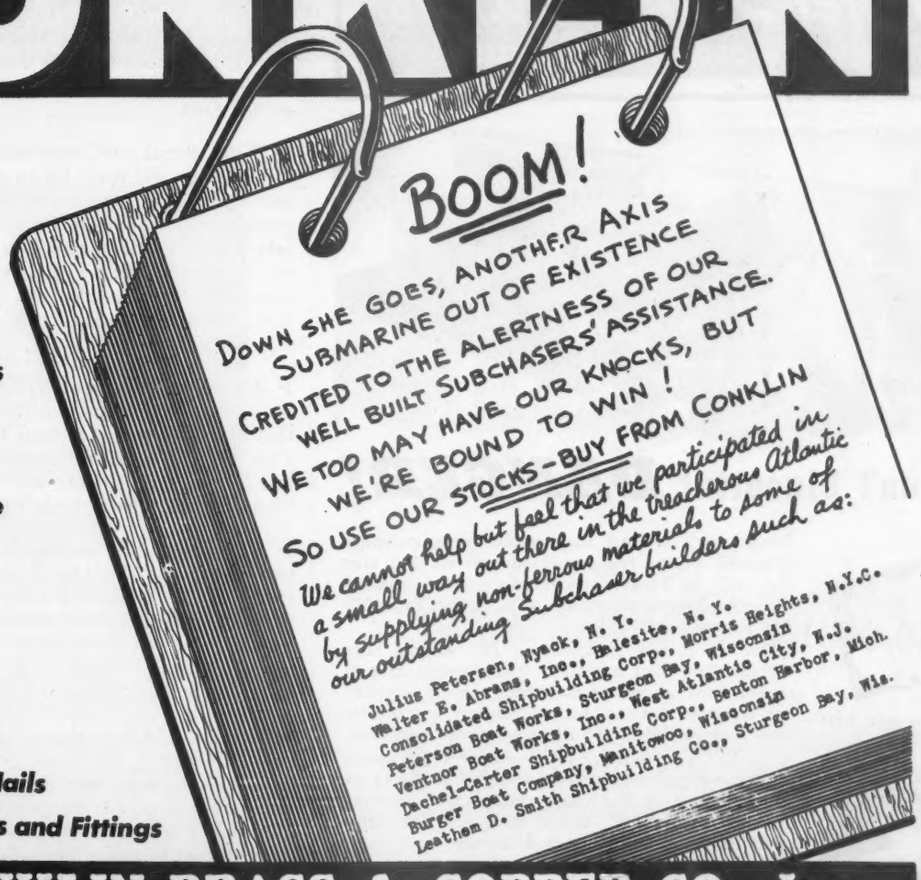
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DOWN SHE GOES, ANOTHER AXIS SUBMARINE OUT OF EXISTENCE
CREDITED TO THE ALERTNESS OF OUR WELL BUILT SUBCHASERS' ASSISTANCE.
WE TOO MAY HAVE OUR KNOCKS, BUT WE'RE BOUND TO WIN!
SO USE OUR STOCKS - BUY FROM CONKLIN
We cannot help but feel that we participated in a small way out there in the treacherous Atlantic by supplying non-ferrous materials to some of our outstanding Subchaser builders such as:
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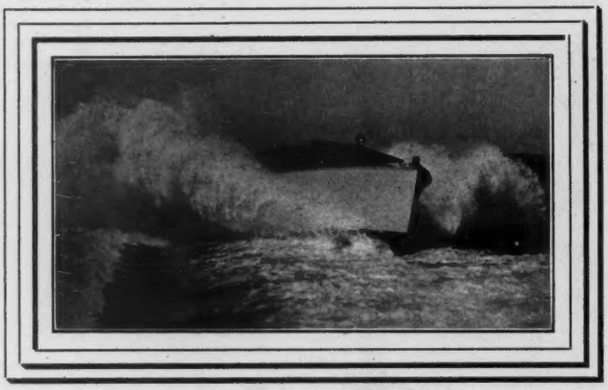
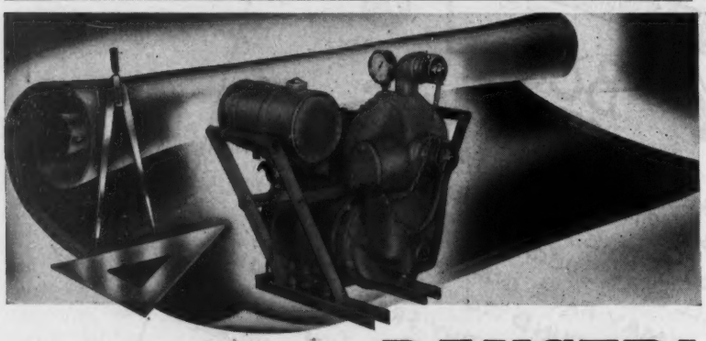


Summer Spray

Another summer is already here — a summer during which few of us will find time to get afloat in our own boat for more than a few hours at a time. A year from now more care-free sailing days will be closer — maybe they will have returned. Then we can go back to our old peacetime schedule of building more boats like "Tar Baby," "Lucy," "Cindy III" and the Visitor, Over-Niter, and Week-Ender classes.

Palmer Scott & Co., Inc.
NEW BEDFORD, MASSACHUSETTS



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LaBOUR **PORTABLE FIRE PUMPS**

One of the yawls built for the U. S. Naval Academy by Henry R. Hinckley

MAINE COAST NOTES

By Lawrence B. Getchell

▶ Henry R. Hinckley's Manset Boat Yard at Southwest Harbor has already launched two of the three 44′ Luders-designed yawls building there for the Naval Academy. They are *Dandy* and *Fearless*. Number 3 will be named *Flirt*.

▶ With several new boats added to its fleet, the Centerboard Club of Portland has laid plans for an August series of Sunday races to allow the participation of its members who can't take time off from war work on week days. Commodore Everett Goddard expects that the largest class taking part in this series will be the Lightnings, headed by *Jacomo* which will be skippered by Vice Commodore Albert E. Moore. The Club's Race Committee consists of Rear Commodore Laurence Stover, chairman; A. C. Cleveland, C. E. Clough, C. J. Jensen, J. H. McAfee, H. E. Noyes, and W. F. Skillings.

▶ According to a recent report emanating from Washington, the Army has agreed to deepening Camden Harbor to project depth. It is understood that work will proceed at once. The report was received about the time that *Pine Tree III*, third 194′ wooden barge built by the Camden Shipbuilding and Marine Railway Co., was launched. There were 303 persons aboard when she took the water, their tickets for the ride being $50 war bonds.

▶ A new Maritime Commission contract for 115 additional Liberty Ships has been awarded to the New England Shipbuilding Corp., of South Portland. This brings to 181 the number of ships now on schedule for construction in the organization's combined yards and it indicates a launching schedule of about ten ships per month. On June 23rd, the yard launched four ships, one of which, *John Poor*, had her keel stretched only 40 days before, a new South Portland record.

▶ Yachtsmen whose cruises habitually include a call at the old port of Castine probably will remember the wharf and buildings of the Castine Bay Co. since they constitute the town's most prominent waterfront feature. In late June, the property was acquired by the fast expanding Maine Maritime Academy for dockage, boathouse and machine shop use. A new vertical triple expansion reciprocating engine will be installed by Academy midshipmen in one of the buildings. It will be used for instruction purposes. Nearly half of the Academy's next entering class of 100 has already been accepted, and applications are arriving at the rate of about four each day.

▶ With the revival of shipbuilding in so many Maine communities which once counted this activity as their number one industry, reports of new, "first launchings" are an almost weekly feature of Down East news.

In Waldoboro, the Navy Tug *YT-291* recently slid into the Medomak River there from the Waldoboro Shipyard, of which Carroll Cooney, Sr.,

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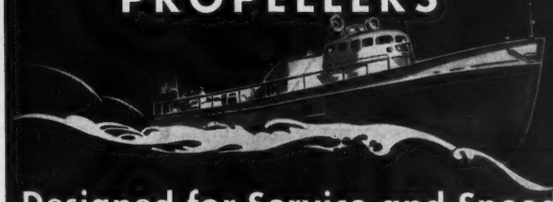

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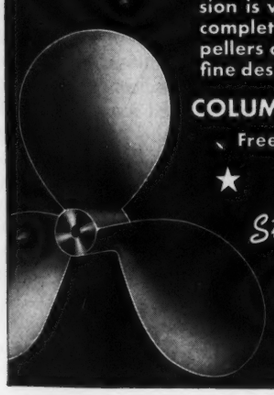

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It will represent new standards of marine production... new concepts of nautical design. The Harbor Boat nameplate will be found only on boats that are easy to own, easy to operate and easy to sell.

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Marine Deck Auxiliaries
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Navy and Merchant Marine

AMERICAN ENGINEERING COMPANY
Philadelphia, Pa.

The main cabin on one of the yawls built for Annapolis

is president, *YT-291* is the first craft built in this little seacoast town since 1904 when the huge six-master *Harwood Palmer*, last of the famous Palmer fleet of windjammers, took her maiden dip. It's a matter of record that more than 360 vessels have been built in Waldoboro which has the distinction of launching the first five-masted schooner, the *Governor Ames*, in 1888.

Belfast, once one of Maine's great shipbuilding centers, where well over 300 large vessels (including many famous square-riggers) have been built, made a festive occasion of the launching of *White Oak I*, first of a series of 194′ wooden barges to be completed by the Belfast Shipbuilding Co. Previous to this event, the old port hadn't witnessed a new launching in 25 years.

Ellsworth's first launching took place in late June when the Maine Boat Yards Association launched Number One of the 72′ motor launches being built in its yard for Lend-Lease to Britain. Old salts present at the occasion recalled the days when vessels were so closely packed in the Union River at Ellsworth that crossing the stream was a matter of walking over decks.

DETROIT JOTTINGS

By George E. Van

▶ This year's Mills Trophy Race around and through the islands of the sporty 65-mile course in the western end of Lake Erie will be remembered as the one in which George Naumann got his weather with *Estrellita*. Except for a couple of tacks near the finish off the Toledo Light, when the wind went into the southwest, *Estrellita*, an Alden 55′ yawl, had a romp all the way with everything well started.

The 26 starters gave Jimmy Biedler and Ed Affleck of the race committee at the Toledo Y.C. a surprise. Apparently they figured there weren't that many sail yachts in commission hereabouts.

It looked pretty bad at the start with a blue-granite sky in the west which spouted gusty puffs up to 20 miles and light canvas men hesitated before setting spinnakers for the 18-mile run up to the first turn at the Toledo Light. But everybody had kites flying ten minutes after the gun. The squalls didn't materialize and no canvas was reported torn on the fast 18-mile run. The next leg, to the stake boat in Put-In-Bay Harbor, started as a reach and, halfway down the 28 miles, the wind went around enough to set spinnakers again with poles well forward.

Most of the fleet, except the little fellows, got to the 'Bay at twilight. *Pintail*, Perce Darnell's "Eight," was first around with *Estrellita*, *Minx*, *Vitesse* and *Apache* piling in within the next 20 minutes.

Visibility was bad, what with the low murk, as the fleet reached down the last leg and there was considerable concern aboard most ships as to the whereabouts of West Sister Island which had to be left to port to keep out of an Army camp's restricted gunfire area. The light, which is on the western end of the island, is out of sight until you come right up to the clump which is West Sister.

Here the wind went ahead and so did the Eight-Metres, Ernie Grates' *Shamrock*, and *Warrior*, sailed by Joe Snay. *Shamrock* got the first finish gun at 1:34:03 a.m. and won racing honors. *Warrior* was next in, at 1:44:06. *Minx*, a New York "30," of Eddie Wunsch, still going great, chased *Estrellita* across the finish, 3 minutes and 16 seconds behind the yawl. *Pintail* came in on the wrong side of the line at 2:22:00 and wasn't counted.

Shamrock took racing honors handily with *Warrior* second. *Dodo*, Wayne Vosper's "Six," placed third on corrected time, finishing at 3:31:46.

Vitesse, Clete Welling's New York "32," crossed at 2:22:53 and beat *Minx* on corrected time to take second to *Estrellita*. *Apache*, Wilfred

("Toot") Gmeiner's "32," winner of the Mills award last year, picked up a chunk of debris on her propeller and sulked around the course, finishing at 2:26:11, fourth among the cruisers.

▶ *Bilgewash: Hostess II*, Charley Beck's 52′ yawl which won the Port Huron-Mackinac Race last year, has been sold to Ken Stanford of the Chicago Y.C. and, when last reported, her new owner was trying to get her around from Detroit for the race up from Chicago. . . . Ken, kindly, had invited all of *Hostess'* crew to come over and sail with him. . . . That gives the Chicago Y.C. both of last season's Mackinac winners. Earlier this year, Phil Hill and George Solent bought *White Cloud*, which won the Chicago race, from Charles Sorensen. . . . Jim Grove, owner of *Blitzen*, who is stationed out here on a Navy job, was scheduled to sail *Kathmar*, a Voyager design, in the Port Huron trip. Dave Sloss, her owner, is a Lt. in the Coast Guard on the West Coast. . . . The 110-Class is taking on at the Detroit Y.C. . . . Frank Newberry brought one in last month and Ed Lord gave his daughters, Betty and Perky Lord, one of the canoe-like skiffs as a surprise. The Grosse Pointe Y.C. lost one of its ace skippers when Sally Timmens went to Pebble Beach, Cal., with her parents. . . . *Apache* is in stride again in the club regattas on Lake St. Clair and won her first three starts in the Detroit Y.C., Bayview, Boat Club and Grosse Pointe events in the racing-cruising division. . . . The "Eights" were having a good scrap. *Pintail* and *Warrior* each won and then *Shamrock* got some windward work and took the next two races. . . .

CHESAPEAKE BAY ACTIVITIES

By Bugeye Bill

▶ Yachtsmen on the Eastern Shore have agreed to go ahead with the combined regattas of the Tred Avon Y.C. and Chesapeake Bay Y.C., scheduled for Oxford the week-end of August 15th, following a series of cancellations up and down the Bay which threatened to halt all big events this season.

Accordingly, the cruising classes will have their first opportunity for a long distance race. The week-end will open with the Gibson Island-to-Oxford Race and, instead of starting on Friday, the 13th, the fleet will get under way on Saturday. Superstition had nothing to do with the change: it was simply felt that few people could manage a three-day week-end.

Races off Oxford call for Comets, Stars, Scrappy Cats, Deltas and cruising and racing divisions. The Naval Academy's big boat fleet is expected out, as well as starters from Baltimore, Annapolis and Gibson Island.

▶ July found cancellation of the Annapolis Y.C. and Gibson Island Y.S. regattas, as well as the G.I.Y.S. Poplar Island Race. Officials decided that out of town sailors would find it next to impossible to travel to their events.

▶ Because the Chesapeake Bay Y.R.A. rendezvous was to be held in conjunction with the Annapolis regatta, it was decided to forego the dinner and "get-together" planned there. Officials in Baltimore were still hopeful, however, of holding the rendezvous later — perhaps at Oxford.

▶ Washington continued to be the busiest sailing center in these parts, with some 45 boats competing in the Potomac River S.A. spring series. After several weeks of quiet, sailors began a summer series in June.

Winners in the spring series, scored on a percentage basis, were: Robert Orme's *Blue Water*, Chesapeake 20s; Clarke Daniel's *Robert E. Lee*, Comets; Charles Runyon's *Murgaes*, Penguins; and Fred Shields' Lightning *Puddin-Tame*, Handicap class.

▶ Juniors are taking the lead in week-end racing at Gibson Island, and they are competing in Comets, Barnegat Sneakboxes and the little LJs. Helen Grosvenor, who sails in the Comet Class, has been coaching some of the youngsters. Nat Kenney, long-time sailing instructor, has been absent from the Island recently.

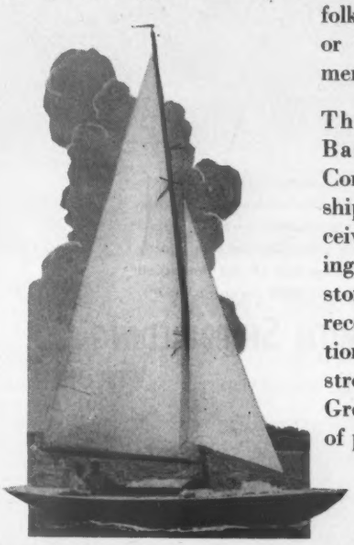
Stars remain inactive for the good reason that most of the skippers in this class are in uniform. Here's a report on a few of the boys:

Fleet Champion Dave Dunigan, Star *Wave*, Army Air Forces cadet; Bob Mueller, *Flounder*, a Navy lieutenant, last reported executive officer in a PC; John Mueller, Navy lieutenant, now skipper of a subchaser; Hank Strong, *Pitsa*, naval air cadet; Veazey Craycroft, *Folly*, lieutenant in Navy; Randy Fisher, *Crest*, naval air cadet; Aubrey Pearre, *Blue Fish*, Navy lieutenant. Taylor Kenney, son of Nat and skipper of *Porpoise*, is a captain in the Army and was at Cape Bon when the Germans surrendered.

▶ Corinthian Y.C. sailors in Washington came forward recently with a suggestion: that motor boat owners try their hand at sailing, which was promptly taken up by members who find themselves "on the beach." Twenty sail boats were kept busy through the day taking out fellow yachtsmen. For many of them, it was their first sail. The plan, because it proved so successful, promises to be repeated.

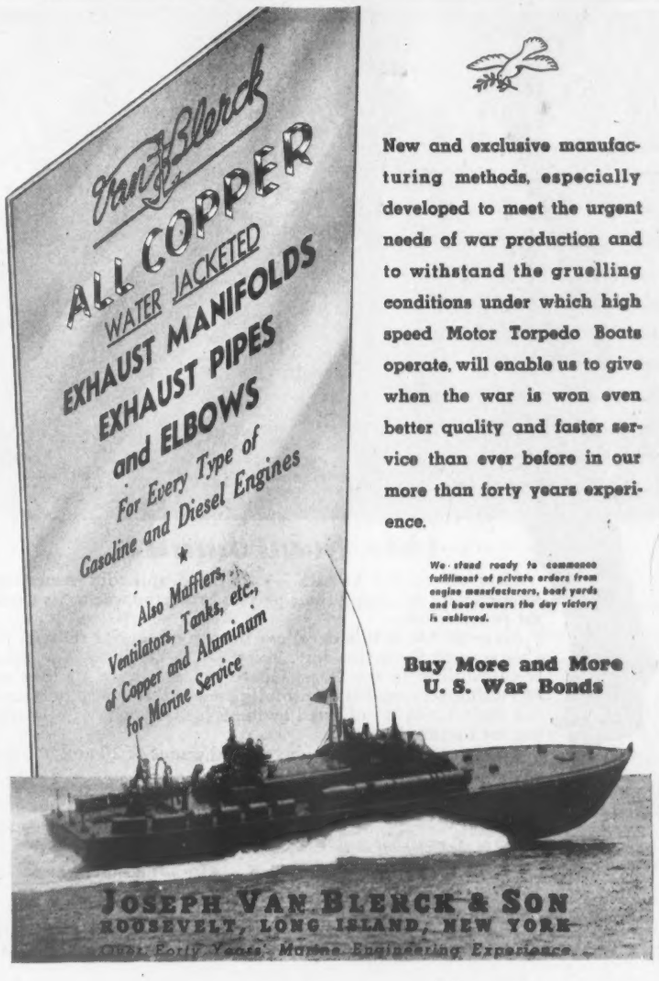
. . . . . **STREAM YOUR LOG!**

When cruising days come again, set your course for Greenport, where Long Island Sound meets the sea. You'll find a snug harbor within the large marina of The Greenport Basin and Construction Company; railways, extra gear and equipment; — all within a line's throw of your ship. And you'll find galley supplies nearby; amusements, hospitable town folk to make your stopover or vacation one you'll remember and want to repeat.



Though The Greenport Basin and Construction Company is now building ships of war, inquiries received at any time regarding postwar construction, storage and servicing will receive our prompt attention. Make a note now to stream your line towards Greenport with the coming of peace!

THE Greenport BASIN & CONSTRUCTION COMPANY Greenport, Long Island, N.Y.



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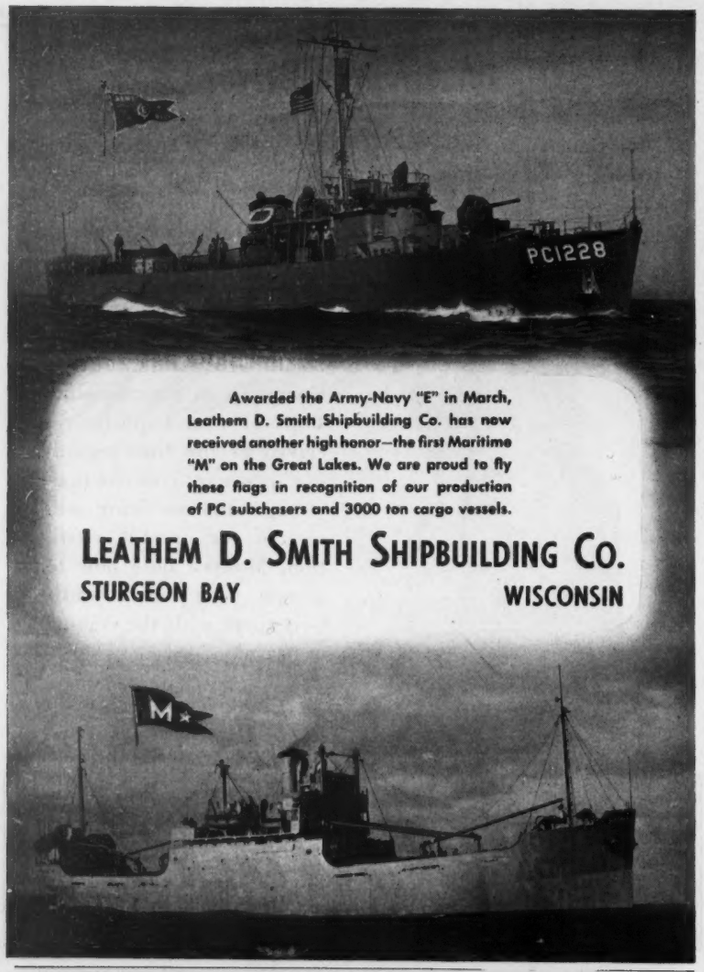

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Hats off to the SPARS — to these splendid American women who are doing their part to bring the war to its earliest possible end.

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YACHTING ON THE NIAGARA FRONTIER

By James H. Daniels

▶ The waters of the Niagara River and Lake Ontario have reached their high and are now receding to a more normal level. Fortunately the damage at the Youngstown Y.C. has been slight.

Port to port races and club cruises have met with real enthusiasm this year at Youngstown, perhaps because of the state of public and private transportation. A cruise scheduled to nearby ports has brought out more participants than were at first anticipated. Crewing this year is a family affair on all the boats, wives, sweethearts and children heaving away in place of the usual husky young men now in service. Our hearts go out to the first mother-in-law who leads a sheet around the winch counterclockwise.

The Tycoona Cup race from Youngstown, N. Y., to Port Dalhousie, Ont., and return developed a real thrash to windward and an enjoyable leeward leg home. Bud Doyle, in *Sprig*, made the best time for both legs. Jack Elford's Six-Metre *Erne* took second. Will Cannon's little cutter placed third.

Nine boats raced over to Toronto on July 4th week-end and enjoyed the hospitality of the Royal Canadian Y.C., one of the finest places to rendezvous on fresh water. Will Cannon's cutter *Xanadu* found the weather to her liking and won the Hill-Manning Trophy.

Seven cruisers, all windjammers, cleared Youngstown on July 10th for the club cruise to the Bay of Quinte.

▶ The Buffalo C.C. annual clambake and club cruise to Port Colborne, Ont., was a decided success. The Buffalo Y.C. and Buffalo Power Squadron were guests at the rendezvous. Clambake weather can mean anything to the Canoe Club sailors and this year proved no exception. Light airs and a threatening sky had all hands ready for a line squall which broke in Abino Bay an hour after the fleet got under way. This year the damage in the bay was to the small boats that remained at home, the fleet on the lake receiving only the tail end of the blow as they entered Port Colborne.

Fortunately, Lieut., j. g., R. B. Warman, USCGR (T) and Patrol Officer Al Crone, of Flotilla 303, from Buffalo, were making a boat inspection at the time the squall broke and, with the crews of their respective cruisers *Vonda* and *Aleda*, did yeoman work in pulling in capsized sail boats and crews.

▶ On July 17th the auxiliary cruiser race for the Hill-Manning Trophy will be run from the Canoe Club anchorage in Abino Bay to Port Maitland and return. P. J. Hunt will defend the trophy this year in his Shuman yawl *Rockette*. "Shorty" Holzworth has signed on a seagoing crew to make a bid for his first real test in the Ten-Metre *Sealark*.

With most of the power cruisers from the Buffalo Y.C. waiting a more opportune time to exercise their able ships the club has been turned into an armed camp with three flotillas of the Coast Guard Auxiliary drilling and receiving "boot" training.

Members of the Buffalo Y.C. welcome back after a four-year absence Commander Martin W. Rasmussen, of the U. S. Coast Guard, who has assumed command of the Buffalo district as Captain of the Port.

Four cruising sail boats from the club's fleet raced to Abino Bay on July 10th and then joined the Buffalo C.C. fleet in its annual cruise to Port Colborne.

NARRAGANSETT BAY GOSSIP

By Jeff Davis (Old Doc)

▶ There was a time when yachtsmen would have snickered at anyone who called sailing and racing 12′ cat boats yachting but, here at least, that time has gone for while most of the crews of the 12-footers are juniors, both boys and girls, they are the future sailors as well as future Waves, Spars and Auxiliary Marines, and we all take our hats off to the kids. They're the backbone of sailing and racing here.

And a Beetle that can be bought is such a rarity that one of the old boats, unless she's in a hopeless state of disrepair, will bring more than she cost originally.

▶ When this was written, the juniors at the Edgewood Y.C. had sailed in five or six races and had taken part in one open regatta. Their dads at Edgewood had sailed only one of their Peppy Pappy series, but the Tired Fathers at the Barrington Y.C. had sailed eight and plan to sail every Sunday morning, not less than two races each day. The Edgewood Peppy Pappies race every Wednesday night and, as some of them can't get away from business then, they're going to race Sunday mornings as well. You have to be a father to race in either one of these groups.

▶ Considering that, if you're sailing after sunset, the Coast Guard gathers you in, and also that skippers and crews coming from distant parts of the bay usually want to get home when the race is over, we haven't planned for any Sunday regattas. They're all going to be on Saturday, and that leaves

Sunday for them to go sailing. Whether they sail for home or elsewhere is something a race committee doesn't have to worry over but, as there's no gasoline for towing and most of the regattas will be sailed from the Rhode Island and Edgewood Y.C., we don't expect many "visiting firemen."

Still, better than 50 starters in the first regatta of the season, when quite a number of the older boys had not returned from school and another lot had gone to the Army or Navy summer schools at different colleges, wasn't too bad. Probably be more in future regattas.

▶ Ever since the Rhode Islanders found out that owners of pleasure craft in and near Buzzards Bay could get gasoline to go on fishing trips weekends, there has been a howl of: "If they can have it there, why can't we have some here?" After about three weeks of digging, the Rhode Island OPA got, not a ruling, but an interpretation of the rule that pleasure boats couldn't have gasoline for fishing trips, which allowed they can under certain conditions. Boiled down, the conditions are that if an owner has a boat suitable for commercial fishing, has sufficient gear, has been fishing and knows how, and the prospects are that he could catch about as much as a professional fisherman would in the same length of time, and he wants to go fishing for fish to sell and not for the fun of it and a couple of fish to fry at home or give to the neighbors, he can have enough gasoline to get from here to there each time he goes fishing.

And, as the average fishing gear on a pleasure yacht consists of a few lines, hooks, sinkers and a pail of bait, not many can qualify for non-occupational gasoline allowances. Besides that, for the owner in the upper part of the Bay or Providence River, there's no place for him to sell his fish if he catches any.

▶ Have to give the Navy, or that part of it that is stationed at the Naval Air Station at Quonset a vote of thanks! They have a bombing target on Ohio Ledge just north of Prudence Island, and Ohio Ledge buoy has been one of the course marks for races from the upper Bay ever since boats have raced there. It was on the course sheets for the Edgewood Y.C. regatta July 4th but the race committee was doubtful about sending boats around it if the bombers were going to use it at the same time.

A telephone call to the commanding officer, explaining the situation and asking him to instruct his fliers to lay off while the boats were rounding, smoothed everything out. The C.O. told us, after getting a line on about what time the boats would reach the ledge, that he would suspend bombing from that time until the race was finished.

Not wanting to interfere with the Navy, we won't ask it again, but we sure do appreciate the coöperation that time. As far as Ohio Ledge is concerned, it's wiped, not off the chart, but off the race circulars.

▶ *Short Ends.* . . . The annual regatta of the Mariners for the Jesse H. Metcalf Trophy, listed for June 27th, was called off on account of lack of sufficient entries to warrant holding it. . . . Chickie Street had to go into the Army because he is too long over all (6′ 4″), to get into the Navy berths without being folded up. Chickie is one of the original Rhode Island Beetle skippers, sailed twice in the winning crew in the inter-scholastic regattas here, was captain of M.I.T.'s freshmen eight oared crew last year. When they went to Annapolis to row, they had to put a pillow on a chair at the head of his bunk so he could get his feet under the blanket. Another good sailor toting a rifle. . . . Louie Frost, one of the old timers, has come back to Edgewood. For years he has been sailing a little skiff on one of the South County ponds but, when the Army took his house and summer homeland, it drove him, skiff and all, back to where he started. . . . Harry Conklin is building a 50′ dragger in his yard at Warren. He is the manual training instructor in the Warren High School and, until school closed, gave his pupils something more than class room instruction. Now those that aren't in the service have defense plant jobs, so he's short of help. The boat is planked and partly decked. . . . Another at Warren is the 25′ centreboard cat boat which Charlie Miller, superintendent at the Warren Shipyard, has built in his yard, finished and fitted even to the cushions in the cabin. She isn't going to be launched until the gasoline situation loosens up a bit. . . . Clarence Sayles, who recently bought the auxiliary cutter *Suwarra*, has changed her name to *Grayling*. . . . Paul Everson bought Ken Siebert's auxiliary cat boat *Vagabond* and changed the name to *Pripau*, a combination of Priscilla and Paul. . . . Judge Crow has changed the name of his auxiliary ketch from *Priscilla M.* to *Crowsnest*. . . . Archie Knight has bought the 54′ cruiser *Thais* from Severino DiSandro. . . . Burton S. Raymond has sold his 31′ Chris-Craft *Capy Mema* to Harold Teti. . . . H. Earl Kimball has sold his auxiliary cat boat *Black Duck* to Darrall Colvin. . . . Tom Rowland has chartered Ray Mitchell's auxiliary *Sea Bird* type yawl *Swiss Miss* for the season. Mitchell is headed for the Army. . . . Several changes in ownership of small stuff. . . . Dick Dougdale, who bought the champion Snipe *Bluebird*, has sold her to Arthur Simonds for his daughter Sallie to sail. . . . Walter Thorpe has sold the Indian Class *Warrior* to Jim Hogan and bought *Kickapoo* for his son Bob to sail when he gets home from college.

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LAKE ONTARIO NEWS

By W. Peck Farley

▶ Ensign Alice Mulhern of the SPARS was the principal speaker at the Rochester Power Squadron dinner June 29th. She gave a most interesting and informative talk on the work being done by that branch of the service.

Harold L. Field is now an Ensign in the U.S.C.G.R.

▶ The Nine Mile Point Y.C. has had four races in the official Snipe International Championship series. At present, George Glenn is leading.

▶ Bill Straub, of the Algonquin Y.C., won the Spring Championship in the Lightning Class with Herb Sinnhofer in second place and Ed Coy in third.

Ted Sweet won the Comet Spring Championship Series.

Herb Mylacraine has sold his Comet.

There have been 18 boats sailing in the Snipe races for the club championship at Newport. This series goes on all summer and right now it is a hotly contested battle. The Snipe sailors, like pinochle players, like their scores in big numbers with 1600 points for first place; 1440 for second and so on down. The reason for mentioning the scoring points is that there are only 40 points between the first and the fifth boat in the series, and Snipe sailors will recognize that as pretty tough competition. Frank Coleman is in first place with his brother Ernest pushing him for second but, out of seven races, there have been five boats in first place.

▶ The high water at Rochester missed by .015 of a foot breaking the record of 1870 and has now officially begun to recede. It's still plenty high, however, and cat walks are still necessary on the docks at the Rochester Y.C.

Since none of the dinghies at R.Y.C. are sailing this year, Ginny Cole, outstanding dinghy skipper, is trying her hand at Star racing, having taken Roger Patterson's *Sisu* out several times. Roger did well with *Sisu* while he was home but he had to return to college early in the racing season.

Lou Howard, our commuting dinghy skipper from Buffalo, finally had to give up his weekly trek this year and his *Whistle* has gone out to Seattle.

Bill Barrows has brought *Dovekie*, a black yawl, into the R.Y.C.

None of the power boats at R.Y.C. are in commission this summer but most of the sail boats are taking full advantage of the still unrationed wind. Several boats went cruising over the 4th of July week-end, both to Presqu'Ile and Sodus, and reported good but wet sailing.

The Six-Metres have completed their June series with Ote Nagle, in *Soenta*, grabbing top honors; *Djinn*, skippered by Earl Snyder, was second and *Stork*, sailed by Rooney Castle, was third while *Jill*, sailed by a newcomer, Hanratty, was fourth.

The Star Fleet is racing just two series this year; a Saturday and Sunday series, Cliff Baker, in *Zoa*, is out in front in both series.

Another change has taken place at Rochester Yacht Club. Bill Harris died on the job on July 8th. He had been steward of the club for twenty-one years and many of the skippers have grown up during his regime. He was well known by visiting yachtsmen from all over the lake. Bill knew all the boats and was as interested in the outcome of races as any of the sailors. He will long be remembered and deeply missed.

▶ The Youngstown Y.C. has gotten well into its racing season with two long distance races sailed in June as well as the regular Saturday and Sunday series of club championship races.

There was a big turnout of boats for the club cruise through the Bay of Quinte to Presqu'Ile over the July 10th week-end.

FLORIDA TRADE WINDS

By Vivyan Hall

▶ Changing the flag of a fighting ship is a stirring bit of ceremony. Late in June, two Coast Guard patrol boats were turned over to Peru under Lend-Lease. The presentation took place at Miami, Rear Admiral W. R. Munroe, Commandant of the Seventh Naval District, delivering the ships and Rear Admiral Enrique La Barthe, Naval Attaché from Peru, accepting them. The boats were moored alongside the Sub Chaser Training Center where the new crews had just finished the course. For the transfer, the American and Peruvian crews line up facing each other, the two admirals come aboard to side boys and ruffles, the official orders are read and the band plays our national anthem. Then, as the bugler sounds retreat, the United States ensign is lowered and the Peruvian colors are raised to the strains of their national anthem. We make a brief speech in Spanish and they reply in English. The admirals are piped ashore and the ships are soon on their way.

▶ A number of officers who returned to the Sub Chaser School as teachers are now preparing for duty aboard the new destroyer escorts. James Mertz,

of Rye, is already at sea. James M. Brown and Howard T. Walden, of Rye, are standing by for their ships as are W. M. Dickerson, Jr., and Vernon Lynn, of Larchmont, and Thomas Dunston, of Cedarhurst. Another in this DE pool is Edward P. Foster, who sailed to Norway in *Stormy Weather* in 1935. Joe Blagden, a shipmate in the same race, is now aboard an SC. Wheeler Nazro, who raced out from Houston in *Gulf Stream*, commands an SC. Stuart Hotchkiss, another inveterate ocean racer, is at present going through the school.

▶ Commodore Hugh Matheson, of the Biscayne Bay Y.C., after a year patrolling the Gulf Stream with the Coast Guard, is now in charge of engines at the Royal Palm section base. In addition to four sons at sea with the Navy, he now has a daughter-in-law teaching electricity to the Army flyers at Embry-Riddle. Mrs. Finley Matheson, as Lucretia Brooks, used to represent Northeast Harbor in the women's national championships. William Labrot, of Annapolis, now a commander in the Coast Guard, has been down the Keys. Robert Cook, of Coconut Grove, is a civilian supervisor of gasoline engine maintenance with the Navy in North Africa. William S. Cox, who raced Internationals on the Sound, is stationed at the Banana River Naval Air Station not far from Jacksonville. J. Wesley Pape, whose *San Cristobal II* won class honors to Nassau and Havana, is at Avon Park, a captain in the Army Air Corps.

▶ Captain Howard H. J. Benson, Chief of Staff of the Seventh Naval District, has bought Maurice Holmes' 27′ auxiliary sloop *Silver Spray*. Major O. O. Feaster, of the St. Petersburg Y. C., on duty with the Medical Corps at Miami Beach, is now getting his recreation in a 12′ Nassau dinghy. Wave Ensign Betsy Burd, who used to sail out of the Sheridan Shore Y.C. north of Chicago, is now sailing a Comet on Biscayne Bay. Lt. Com. James A. Greenwald, Jr., of the Richmond Blimp Base (Richmond, Florida that is), has bought the 27′ auxiliary *Hai Loong* from Robert M. Riculfi, of Jacksonville. Lieutenant Alfred Eldredge, of Coral Gables, has sold his 35′ motor cruiser *No Name* to Oscar Weiner, of Chicago. Sidney Shannon, of Miami Beach, having sold his 38′ Matthews cruiser *Vega*, is now taking up sailing with a 22′ Red Head sloop which he bought from Ralph Hutchins, of Chicago. What is probably the only 14′ International sailing dinghy in Florida was recently bought by John Ziler, of the Embry-Riddle Aviation School at Clewestone. She was originally brought south by F. C. Peters, of Miami Beach. The 85′ motor houseboat *Zenithia*, formerly owned by Aubert J. Fay, has been bought by Dr. Herbert W. Virgin, of Madison, who is converting her to a cargo carrier.

▶ W. F. Stowe, whose River Heights Boat Yard at Tampa has turned out a number of smart shoal draft cruising auxiliaries, including Lyle Vernier's *Four Winds*, of Jacksonville, is working for the duration in the mold loft at the Tampa Shipbuilding Co. During the last war, Stowe built a number of sub-chasers. The Tampa yard is turning out destroyer escorts. The Merrill-Stevens Dry Dock Co., of Miami, has had so much repair and maintenance work on government and commercial ships at Port Everglades that the company has established a branch machine shop at that harbor. The Palatka Shipbuilding Corp. is finishing up its contract for 38′ picket boats for the Coast Guard. The Daytona Beach Boat Works is breaking records in the construction of 110′ sub-chasers.

FROM SAN FRANCISCO BAY

By Jesse L. Carr, M.D.

▶ With the seasonal layoff in the racing schedule on San Francisco Bay because of fog impending, yachting activities are turning to cruising. The Aeolian Y.C. recently held its annual cruise to San Anton Slough and, early in July, Commodore James Nuckolls led the Corinthian Fleet to the same spot for its midsummer rendezvous. Over the Fourth of July week-end, the Aeolian Y.C. cruised to Napa River, going by the Mare Island Shipyards with the permission of the Navy and Coast Guard, and on July 17th, the same club will hold its annual river cruise during which time a large number of this fleet will take the whole two weeks' holiday. The South Bay Y.C. cruised overnight to Redwood City on the week-end of July 17th to 18th. Its last overnight cruise was a successful affair.

The last regattas before the summer interval were marked by exceptionally heavy weather. Of 77 boats starting in the Aeolian regatta, only 49 finished in the heaviest wind and the steepest, shortest sea seen in San Francisco Bay regattas for some time. Although there were no dismastings, innumerable sails, shrouds and other gear were lost.

Mrs. Stevens, donor of the Stevens Trophy, saw at least part of her donation stay in the family when her granddaughter, sailing *Mab*, took second place in Class B in the Stevens Cup Regatta.

▶ Past Commodore Karl Schwegler is back in San Francisco after being in Brazil for the last nine months for the U. S. Government. C. R. Olson has

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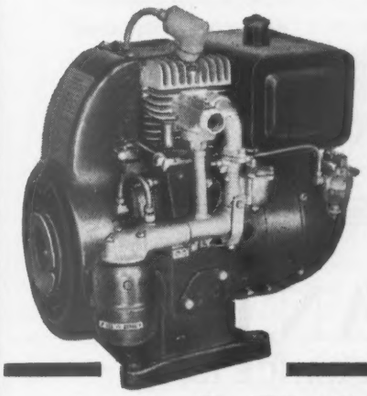

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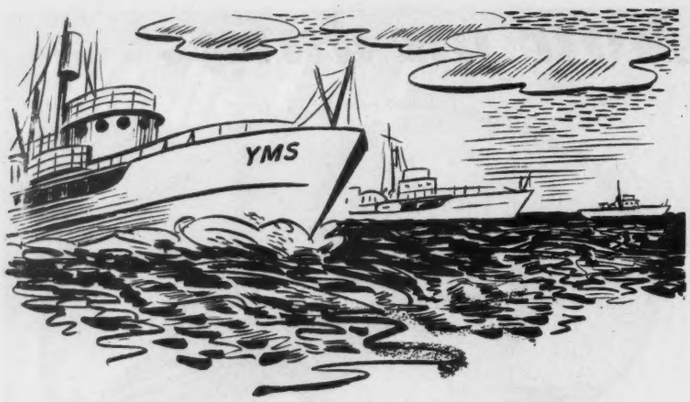

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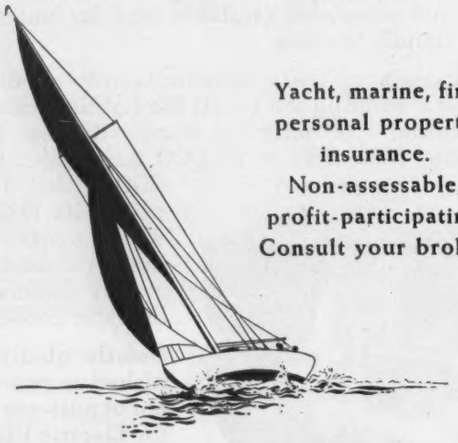

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been granted leave from his present position and will enlist in the Navy. Hal Decker has joined the Merchant Marine. Bob Potter, of the Corinthian Club, back from down under, is now in the Army Transport Service. J. S. Serex has been commissioned a lieutenant in the Navy.

Oscar Johnson, of the St. Francis Y.C. has returned from duty in the South Seas for a short holiday. Commander Hinds and Dr. Perry Bonar, of the same club, are at Midway Island and Noumea, respectively.

▶ Ed Feisel has sold the famous cutter *Yo-Ho-Ho* which, as *Zaida*, once belonged to Ernest Ratsey. She was bought by Paul Arens, who has sold his yawl *Pathfinder*, and will continue to sail from the St. Francis Y.C. Arvid Johnson, after thoroughly reconditioning *Blue Sea* since her offshore service for the Navy, has sold her to James Wilhite. Dr. George Degnan's Farallone Clipper *Jody* has been bought by Dr. Alson R. Kilgore. Al MacIntyre has sold his *Albatross* and Babe Ruth has recently acquired *Cygnus* after selling *Jackpot* to Joe Piche.

Ray Col has sold *Scottie* to Mr. and Mrs. Basslar and, to replace her, has bought a Hunter Sedan cruiser which will be brought down from Stockton this month. Don Gordon has traded his *Runabout* for a 30′ cabin cruiser. The yawl *Merope*, formerly owned by Captain Jack Best who is now in Honolulu, has been bought by Andrew Byrd.

The Army has taken over *Hopestill*, formerly owned by Carl Henry and more recently by George Gaudin. Gaudin is now in Southern California to buy a boat to replace her. Albert Schwabacher has bought a 30′ cruiser which he will name *Pez Espada III*. She will replace *Pez Espada II*, taken some time ago by the Navy.

▶ Jack Summers, probably one of the most vitally interested men in yachting circles, is dead. His activities permeated through a wide circle of friends and always were tinged with boating of some sort. He was only waiting the end of hostilities to bring a vessel here from the East Coast when his untimely passing terminated these plans. . . . Col. Stevenot has been killed in Australia in an airplane accident. He had been assigned to go with a group of fighting pilots for a well-earned rest and en route the plane unfortunately crashed, killing all aboard. Col. Stevenot had served in World War I, and was with General MacArthur at Bataan. On Corregidor, he was on the General's staff and had recently visited the mainland, lunching at the St. Francis Y.C.

▶ Stanley H. Barrows, well-known San Francisco yachtsman, has taken the Chairmanship of the Regional Committee of the Seamanship Training Corps in the San Francisco area.

ON COLLEGE CHARTS

By Leonard M. Fowle

▶ A week before the McMillan Cup finals, the Second Preliminaries were sailed at the Coast Guard Academy, June 11th–12th, in the International 14-Footers. For this competition, parachute spinnakers were broken out on the "Fourteens" for the first time in college racing and the results were highly gratifying. The Coast Guard Academy may use the parachutes in other intercollegiate competition under suitable conditions.

This series was marred slightly by an epidemic of dismastings in light airs due to parted tangs, but it produced some fine competition between Brown, Coast Guard, Dartmouth, Harvard, and M.I.T. George O'Day, of Harvard, won handily when Coast Guard and Dartmouth fouled out of the final race at the weather mark. Coast Guard's "Mitch" Daniel was leading the eight contestants on points at that time. With these two teams suffering a setback and barely qualifying ahead of Brown, David Mott, Dartmouth, took second. The final scores of the preliminary were: Harvard, 45¼; Dartmouth, 40; Coast Guard, 38¼; M.I.T., 36¼; Brown, 35¾; Williams, 31; Michigan, 28; and Northeastern, 16.

▶ Owing to a number of factors, the summer racing schedule as announced last month is in the process of being revised with the result that the major regattas will all fall in August or September. The Fowle Trophy date of August 21st–22nd is still unchanged, although it might be shifted to a week or two later, but the initial competition for the Intercollegiate Y.R.A.'s Star Class championship and the Danmark Trophy regatta have been assigned new dates.

The finals of the I.C.Y.R.A. Star Championship will be August 14th–15th, under the auspices of the Coast Guard Academy. The finals will be limited to seven or eight contestants.

▶ The Danmark Trophy, which after the war might be offered for an international college competition, is now tentatively scheduled for the week-end of September 25th–26th when it is hoped that U. S. Coast Guard Academy's new boathouse on Jacobs' Rock will be in commission.

▶ Reverting to the Stars, the fleets of the U. S. Naval and Coast Guard

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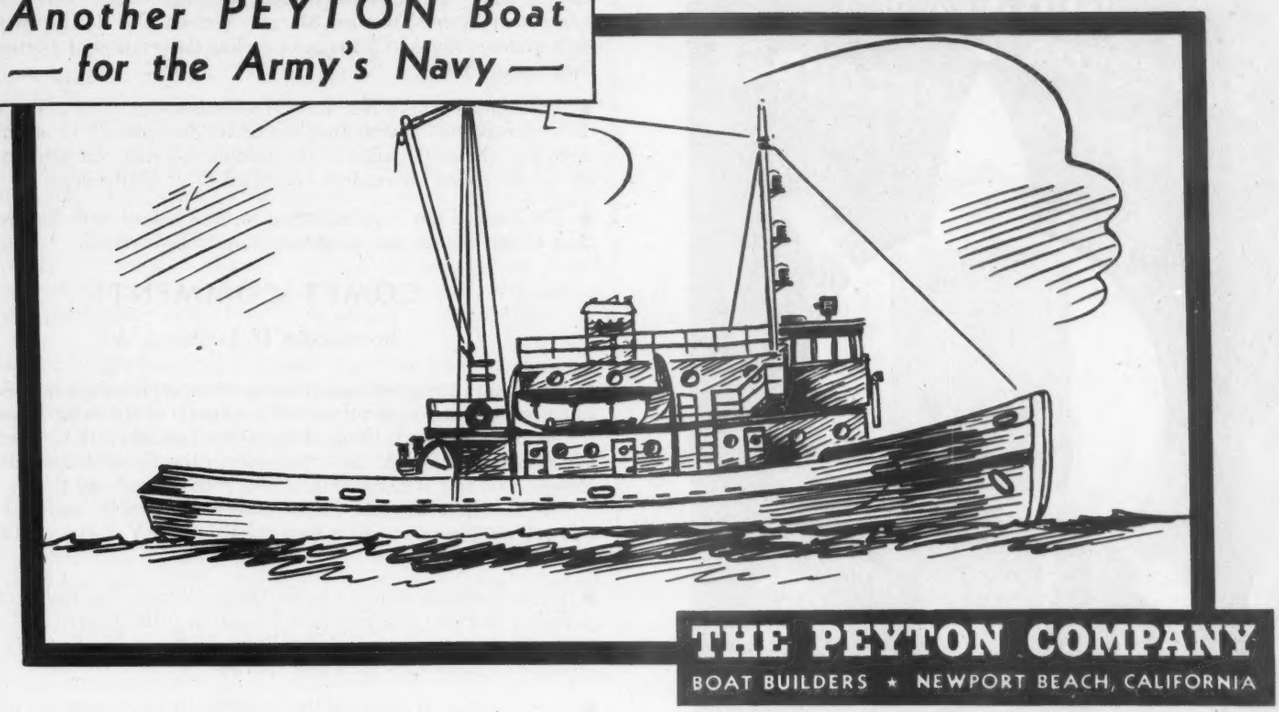

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Academies have both challenged for the 1943 World's Championship of the International Star Class Y.R.A., to be held at Bay Shore, L.I., August 24th–29th. The Midshipmen will be making their second bid for this honor, having participated in 1937, but Coast Guard's fleet is challenging for the first time. The New Londoners may also enter the Atlantic Coast championship of the Stars at the same location, August 21st–23rd.

▶ *Graduate Notes:* All who knew Lieutenant Herbert Irwin, U.S.N.R., Navy's Plebe coach of a year ago and for several seasons junior instructor at Seawanhaka Corinthian, will grieve to learn that he has been reported missing at sea on a long overdue vessel. . . . More cheering is the word that Ensign E. George Pollak, U.S.N.R., M.I.T.'s 1940 commodore, reported missing since the fall of Cebu, a year ago, is a prisoner of war in Japan. . . . Happier still is the news from North Africa concerning the Association's 1941–42 president, now Captain Thomas T. Crowley, M.I.T. '42. On April 3rd, Tom, with another officer and two men, wiped out three Nazi machine gun nests, captured a German officer, and, as the citation with the award of the Silver Star to Crowley states: "saved the Medical Detachment of the 16th Infantry from heavy enemy infiltration". . . . Also among recently promoted Army officers is Captain James A. Rousmaniere, Harvard '40, another ex-president of the I.C.Y.R.A. . . . The champion globe trotting title among former intercollegiate sailors still belongs to C. Eric Olsen, who turns up one week-end sailing on Puget Sound and the next may be seen at Marblehead.

MASSACHUSETTS BAY FLASHES

By Ed Earle

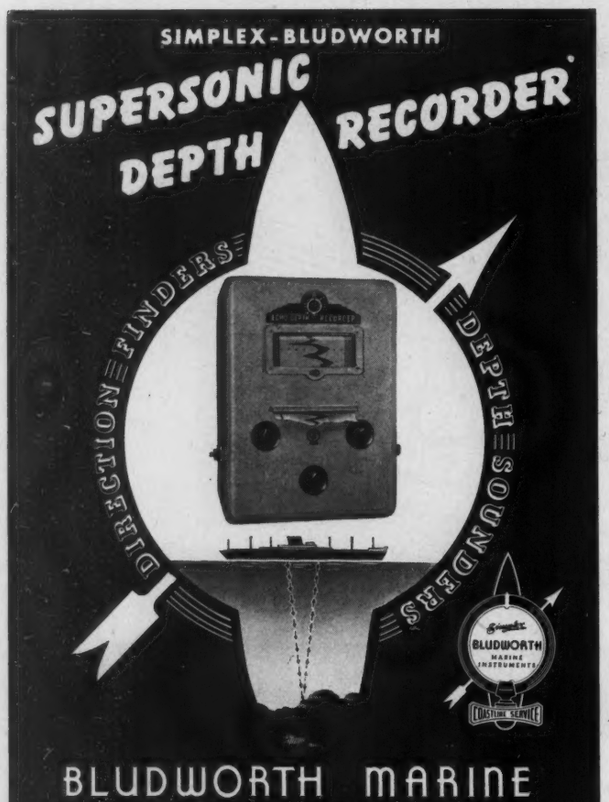
▶ The racing season reaches its peak this first week of August with more than 200 boats expected to sail in the annual canvas classic of Massachusetts Bay-Marblehead Race Week. The fleet should be larger than last year considering the early turnouts at Marblehead alone. Each championship race has been consistently higher than last year. The return of the long-ended Thirty-Square-Metres has been a high light. It has been many racing moons since seven "Thirties" have raced at the 'Head. John S. Lawrence has come back to the "Thirties" with his noted *Moose* after an absence of a year. Charles Pelham Curtis, who stroked the Harvard crew back in '81, probably the dean of helmsmen of the country, is still going strong at the tiller of his *Ellen*. Eugene T. Connolly, whose *Taira* won the M-B Class championship last year, has joined the "Thirties" with *Tipler VI*, which "Art" Shuman used to sail to the championship silverware. "Art," now a two-striper in the U.S.N.R., was back on the Eastern Y.C. "quarter deck" for a few afternoons on a short leave.

▶ The stylish International Class is coming back strong. Harry N. Bloomfield has acquired *Saga*, formerly raced successfully by the late S. Houghton Cox. *Saga* is at present leading the class with Mrs. Barbara Wood at the helm. Mrs. Wood did well last season with *Javelin*. The M-B Class is another old standby in the racing picture. Dick Seamans, who bought *Taira* from Eugene T. Connolly, won the opening race of the season by a long margin in tricky, light conditions. The Brutal Beasts are still the stronghold of the youngest sailors and are keeping to traditional strength and doing well under the weather eye of Bill Boles, who succeeded Johnny Pitt, now in the Navy, as Eastern Y.C. instructor.

▶ Lt.-Commander Warren C. Boles, U. S. Navy, attached to the U.S.S. *Helena*, which went down in the recent naval battle in the South Pacific with practically all hands rescued according to the latest despatch, sailed successfully in the Class Q races at Marblehead in *Cara Mia*, the beautiful Paine-designed 25-rating sloop. Commander Boles is a brother of the Eastern Y.C. junior instructor, Bill.

He writes: "I joined this fine ship, *Helena*, late in '39 only a couple of weeks after her commissioning and enjoyed a three months' shakedown and knockdown, drag out cruise on a South American goodwill tour, arriving in Santos, Brazil, for the carnival season, and in Montevideo, en route for Buenos Aires, shortly after the *Graf Spee* had been scuttled at the mouth of La Rio Plata. For some reason, the Uruguayan Navy had its one battleship, vintage unimaginable, anchored near by the wreck until one day a storm arose which forced her to seek the shelter of the inner harbor behind the breakwater, whereupon the *Helena* pinnace, a 26′ Marconi ketch-rigged pulling whaleboat, with single-reefed jib and mizzen and double-reefed main, stood out of the roads full and by, her open rail down, a bone in her teeth, and a Marbleheader at the helm.

"Among the unofficial results of this day's sail is a smoking stand, the stem of which is a Krupp machine gun barrel, the ashtray a general alarm bell, and the cigarette dispenser, a part of the main battery director sight. The following summer of '41 found this same little whaleboat at Pearl Harbor clamping the safe leeward position on anything that hove in sight to capture the cruisers' battle force sailing championship."



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▶ The new 1943 slate of the Pleon Y.C. elected recently includes Commodore George D. O'Day, Vice Commodore Frank P. Scully, Jr., Rear Commodore John Marvin, Fleet Captain Bradley Noyes, Secretary Barbara Lane Connolly and Treasurer Margery Watson. The club is planning interclub events with the Community Sailing Association of Boston and the Swampscott Y.C.

▶ The Annual Quincy Bay Race Week was boiled down to two successful days over the July Fourth week-end off the Squantum Y.C. in Quincy Bay. A fleet of almost 60 sailed in the opening day and bad weather failed to curtail the racing although it was called off at Marblehead.

▶ The Radio Class is going strong at the Cottage Park Y.C. with more than 15 starters engaged in almost daily twilight races.

COMET COMMENTS

By Malcolm D. Lamborne, Jr.

▶ Comets are being seen in increasing numbers on Long Island Sound this summer, and they have turned out for events of the Long Island Y.R.A. earlier in the season. In June, at one of the Larchmont Y.C. special Saturday regattas, Arthur Miller's *Uno* won in the Comet Class with Charles Rogers' *Bud* and William Baltz's *Blue Peter* second and third.

Over the 4th of July, the Comet Class in the New Rochelle Y.C. regatta was won by Rogers, who hails from the Echo Bay Y.C. It was Miller's turn to place second.

▶ Under the leadership of Charlie Dodge, former Potomac River Comet skipper, a new fleet is in process of formation at the Milford Y.C., Milford, Conn. The group, which includes Reginald Pierce and Dorothy Holst, is expected to apply soon for a fleet charter.

▶ Comet sailors on Barnegat Bay have finally heard from one of their old skippers, Herb Rommel. A member of the Seaside Park Y.C., Herb joined the Navy 'way back in 1940 and went off to parts unknown. This much is known: He was on duty watch on the bridge of the *Oklahoma* and heard the Japs coming that Sunday morning in December, 1941.

While the Barnegat Bay Y.R.A. Comet fleet has been reduced in numbers, boats have been sailing and racing on the Bay this summer. Among B.B.Y.R.A. events in which Comets are expected to participate are Lavallette Y.C., August 7th and 8th; Shore Acres Y.C., August 22nd; Island Heights Y.C., September 4th; and Seaside Park Y.C., September 5th.

▶ The Maumee River, swollen by late spring rains, prevented Toledo Comet skippers from getting their boats over until late in June.

At the annual meeting of the fleet recently, Lyman Spitzer was elected fleet captain; Lamson Rheinfrank, treasurer, and Miss Luette Goodbody, secretary. It was also the occasion for presentation of trophies from last year's series.

▶ Regional Vice President George Potts writes from Nanaimo, B C., that the Royal Vancouver Y.C. has been welcomed into the Comet "family." The well-known *Lady Vit*, now owned by "Buster" Elsey, Douglas Gibbons' *Ace* and Bob Little's *Hocus Pocus* are now sailing there.

The Kitsilano Y.C. fleet at Vancouver is going great guns, too, with Evelyn Ledder in her *Quest*, Jack Vittery in his new *Typhoon* and Gordon Bush with *Defiant* taking the lead. Potts has taken over Don Crysdale's fast new Comet *Fury*, as the latter has joined the Canadian Air Force.

Biggest event for Comets on the Royal Vancouver Y.C. calendar is the midsummer regatta on August 14th and 15th.

▶ The news is likewise good from Medford, Mass., where the Medford B.C. Fleet has 22 Comets in commission and the largest membership in years. Its racing calendar is a full one, too. From John Black comes the following report:

Ed Benjamin has built a new Comet (*Snap Hook*) and has already qualified for the "Dunk Club"; Ralph Graves' *Mystic* has arrived from Skaneateles; Bill Seary, who formerly sailed in New Jersey, now has his *Barracuda* at Medford; and Commodore Harry Browning is taking an active part in races with his *Yo-Ho*.

Three of the club's best skippers have reported for the Navy's V-12 training program. They are Frank Oxnard, who has been assigned to Bates College; Jack Goddard, now at Holy Cross, and Andrea Redding, Dartmouth. Among those in the Coast Guard Reserve are Ernest Tobey, George Cooper and Robert Shalline.

In the first interclub race of the season, the Medford Comets beat the Winchester Snipes.

▶ Twelve Comets competed this past spring in the Potomac River S.A. series in Washington. Clarke Daniel, sailing the well-known *Robert E. Lee*, was first. Lt. Ed Braddock, in *Toby*, placed second and Frank Howard, with his *Hi-C's*, was third.

LONG ISLAND SOUNDINGS

By Starboard Tack

▶ The first Cruising Club Rendezvous of the season, held at the Stamford Y.C. on the evening of June 26th — complete with ladies, cold lobster and a battery of North Sea pianos — was a howling success. Upon reflection, the expression "howling," while not intended as a description of the vocal efforts of various and sundry members during the shank of the evening, does not do proper justice to the occasion's many pleasures. And, to the surprise and delight of all hands, no less than nine boats struggled through an almost windless afternoon to drop their hooks off the Stamford Clubhouse. The fleet included *Tiny Teal, Golliwogg, Wogg Too, Freya, Contest, Chantey, Osiris, Valiant* and *Andora*. . . . The Corinthians, who now report more than half of their members in the Services, had a mid-season celebration, a beach party at the Port Washington Y.C. on July 24th.

▶ Colonel Van S. Merle-Smith, of Oyster Bay, has received the Distinguished Service Medal for "exceptionally meritorious services" in supplying General MacArthur's besieged forces during the Philippine campaign. He was jointly charged with formation and execution of a plan to supply General MacArthur and to evade the Japanese blockade, and the successful execution of his plan was of "material assistance to our forces in the Philippines," the citation stated.

▶ The New York A.C. Yachting Department is carrying on, despite the rental of the yacht house and yacht yard as a training location. Temporary arrangements as a shore base have been made with Al Lyon's shipyard at New Rochelle. . . . Standings in the International Class, for the First Series in the Y.R.A. Championship Races, were:

Patricia	.863	*Peer Gynt*	.538
Four Winds	.769	*Aries*	.464
Aileen	.735	*Feather*	.419
Alberta	.726	*Elsalan*	.363
Susan	.648	*Candoo*	.342
Picaroon	.594	*Maid of Honour*	.214
Sheldrake	.590		

▶ Long Island Sound skippers are advised to commit to memory the exact location of the restricted area which has recently been established in the vicinity of Hart Island (directly across from City Island). The Commandant of the Third Naval District states that: "this restricted area includes all the waters enclosed by a line commencing at Chimney Sweeps lighted bell buoy No. 1, and extending therefrom to South Nonations Reef lighted bell buoy No. 4, and thence along a line extending 139° T to gong buoy No. 1, thence to Hart Island light, thence along a line in the direction of Beldon Point to its intersection with a line drawn 175° T from Chimney Sweeps lighted bell buoy No. 1 and thence along the above line to the point of beginning; all as shown on U.S.C. & G. Survey Chart No. 223.

"Navigation of this area by privately owned vessels or boats of any description is prohibited, *except* that duly licensed commercial vessels traversing that portion of Long Island Sound lying between Hewlett Point and Gangway Rock or passing between Hart Island and City Island are permitted to pass through such portions of this area as may be required for their safe navigation, but not to loiter therein. Fishing from vessels within the above area and the operation of pleasure craft therein is specifically prohibited."

▶ For the benefit of those racing skippers who are now making up Christmas card lists, planning protests or for any other reason are desirous of having the names of Y.R.A. race committee chairmen, an official poll of those hard working and harassed gentlemen is here published:

American Yacht Club, A. Frederick Bradley, Jr., 10 East 38th Street, New York, N. Y.

Bayside Yacht Club, R. E. Shannon, 46–21 Forest Drive, Douglaston, L. I., N. Y.

Black Rock Yacht Club, Edward Wemple, 232 Golden Hill, Bridgeport, Connecticut.

Cedar Point Yacht Club, William Housel, S. Norwalk, Connecticut.

City Island Yacht Club, H. S. Sayers, Rochelle Street, City Island, New York.

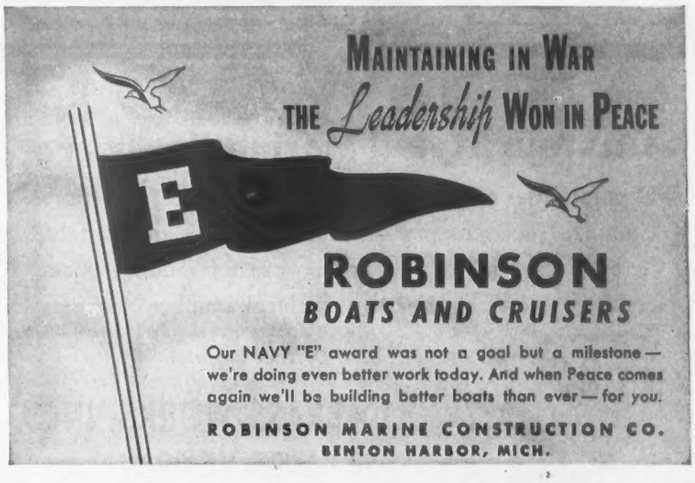
Cold Spring Harbor Beach Club (None Appointed).

Columbia Yacht Club, J. W. Wagner, Hillcrest Avenue, Manhasset, L. I., N. Y.

Echo Bay Yacht Club, H. B. Hubbell, 50 Aberfoyle Place, New Rochelle, N. Y.

Fishers Island Yacht Club (None Appointed).

Greenwich Cove Racing Association (None Appointed).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HUNTINGTON YACHT CLUB, Robert L. Hall, Bay Avenue, Huntington, L. I., N. Y.

INDIAN HARBOR YACHT CLUB, H. P. Whitmore, Steamboat Road, Greenwich, Connecticut.

ISLAND CANOE AND YACHT CLUB, Valentine E. Wenzel, 2746 Decatur Ave., Bronx, N. Y.

KNICKERBOCKER YACHT CLUB, Howard L. Curry, 28 East Avenue, Valley Stream, N. Y.

LARCHMONT YACHT CLUB, Alexander P. Gest, Jr., Larchmont Yacht Club, Larchmont, N. Y.

MANHASSET BAY YACHT CLUB, R. W. Fraser, 151 West 30th Street New York, N. Y.

MORRIS YACHT AND BEACH CLUB, INC., Arthur Gross, 2191 Cedar Ave., Bronx, N. Y.

NEW ROCHELLE YACHT CLUB, George Kettner, 271 North Avenue, New Rochelle, N. Y.

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SEAWANHAKA CORINTHIAN YACHT CLUB, E. P. Snyder, 33 Rector Street, New York, N. Y.

SHELTER ISLAND YACHT CLUB, W. B. Bronander, 4 Curtis Terrace, Montclair, N. J.

SHORE ACRES YACHT CLUB, INC., Robert Rogers, Mamaroneck, N. Y.

STAMFORD YACHT CLUB, Mortimer L. Doolittle, Shippan Point, Stamford, Conn.

STUYVESANT YACHT CLUB, Edward Rose, 1945 McGraw Avenue, Bronx, N. Y.

PACIFIC NORTHWEST CAT'S-PAWS

By Ray Krantz

▶ Lake Washington, a beautiful lake bounding one side of Seattle and connected with Puget Sound by the Ballard canal and locks, was the site of one of the greatest gatherings of power yachts in Pacific Northwest history, on July 18th.

On that date, more than 300 yachts, all flying the colors of the Coast Guard Auxiliary, were mobilized for a grand review, following a two-day meeting of district officials of the auxiliary. The meeting was sponsored by Division II of the C.G.A., and the review of the sizable fleet was engineered by Russell Rathbone, junior commander of Flotilla 23, and R. J. Tarte, captain of Division II.

Announcement of the grand get-together of C.G.A. boats was made early in July by Lieut. F. L. Morris, director of the C.G.A. for the 13th Naval district.

▶ H. C. Hanson, Seattle naval architect, has "done himself proud" in designing the Army's new 148′ "FP" or freight and passenger vessel, now under construction in at least three Pacific Coast shipyards. The vessel's design is featured by a handsome sheer, a slightly raked stem and a cruiser stern, the least freeboard being about one-quarter the vessel's over all length from the stern. There is a deckhouse, extending about 40 per cent of the length, on the after part of the hull, and above is the full-breadth pilot house, set off by a short stack. Two masts carry the cargo handling gear. The vessels, designed as an enlargement and improvement of the Army's 114′ FP vessels (also of Hanson design), are driven by single 875 hp. Fairbanks-Morse two cycle marine Diesels which should give a normal working speed of roughly 12 knots. These craft are being built by yards at Bellingham and Anacortes, Washington, and a third plant on San Francisco Bay.

▶ Late in June, Prothero and McDonald, operating a shipyard on Lake Union, launched the third of a series of three 52′ twin screw tunnel stern

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river tugs of the "pusher" class. The vessels, conceived by Edwin Monk, are driven by twin Chrysler Royal Eight marine engines.

▶ The U. S. Army, which is building an undisclosed number of 36′ tunnel stern river tugs of single screw type in various Seattle shipyards, utilized a sub-contracting scheme to expedite completion during June. The Bryant Marina shipyard, on Portage Bay, took over three of these tugs from another shipyard, and the "Vic" Franck Boat Co. set to work on two.

▶ A well-known Seattle shipyard which has specialized in the building of pleasure and work craft, has had its familiar name changed. Early in July, it was announced that the "Vic" Franck Boat Co. would hence-forward be known as Lester and Franck Boat Co.

▶ The Sagstad Shipyard's La Conner, Washington, plant was to launch the first of a series of 203′ non-propelled barges for the Army on July 17th. On the same day, and the same high tide, the Sea-Bell Shipbuilding Co., Seattle, was to send "Hull 1088" bow first down the ways into West Waterway. This latter craft is a Type B3F-1 Maritime Commission barge, 180′ long, and also non-propelled. J. R. Treutle is general manager of the Sea-Bell plant. The Sagstad La Conner plant is managed by Alf Hansen, well-known Pacific Northwest boat and shipbuilder, who took over the duties of Iver Nelson when the latter temporarily had to retire from work recently, due to ill health.

▶ Portland small boat owners were recently cheered by the news that the Portland Commission of Public Docks has authorized the construction of a floating moorage at the former tie-up site of the battleship *Oregon*.

SOUTHERN YACHT CLUB NOTES

By Val J. Flanagan

▶ Sailing the course of approximately 125 miles in 30:51:10, the Marconi-rigged 21′ cabin sloop *Robin Hood IV*, owned and sailed by William B. Crane of the Buccaneer Y.C., finished first in the Southern Y.C. race July 2nd–4th, from West End, New Orleans, to a line in front of the Buccaneer Y.C. club ship *Resolute* in Mobile Bay. *Robin Hood IV* crossed the finish line 2:44:32 ahead of her nearest competitor, George Criminale's Star *Spika*.

Spika, enjoying a handicap of 3:05:11 over the scratch boat *Robin Hood IV*, won the S.Y.C. Trophy for having the best corrected time in the fleet of twelve starters, ten of which finished. Her corrected time was 30:30:31.

Class winners were: S. W. Labrot's *Salabar*, sailed by George S. Clarke, cutter class; Vice Commodore W. Reid Martin's *Dolphin*, sailed by Rear Commodore S. Springer Tam, schooner class; Thomas Brennan's *East Wind*, Gulf One-Design Class; W. L. Roberts' *Sea Queen*, skippered by Irvin Jackson, yawl class; Shelby Tucker's *Robin Hood II*, sailed by Wolters Terrell, gaff-rigged 21′ cabin sloop class, and J. H. Lewis' *Marian*, auxiliary sloop class.

▶ A woman has won the Gulf Lipton Star Trophy for the first time in the 16 years that it has been in competition.

Miss Betty Stevens sailed her blue Star *Puff* to two firsts and one second in the three-race series on Lake Pontchartrain recently, nosing out J. Breanon Cleary's *Sparkler III* by one point, 14 to 13. Other craft scored as follows: Erston Reisch's *Nike*, 7; Douglas Drennan's *Ark*, 6; Cal Hadden, Jr's, *Jo-Jean* and R. G. Jones' *Chuckle II*, sailed by Lieutenant I. William Ricciuti, U.S.C.G., 1 point each.

▶ One of the few interclub Fish Class race series scheduled this season was staged by the Mobile Y.C. in conjunction with the opening of its 1943 racing season May 30th. The Biloxi Y.C. won over six other Gulf Y.A. clubs, scoring 17 points in three races. The Gulfport Y.C. and the Mobile Y.C. tied for second with 15 points each.

▶ *Windflower* is making a habit of winning the Agnes Cup, donated by former owners, skippers and crewmen of the *Agnes* for a Gulf One-Design Sloop Class race each year to perpetuate the name of the famous old racer.

When Dr. John B. Gooch sailed *Windflower* to victory by 2:50 over Robert Haase's *Chinook* on June 20th, it marked the third time this boat has won the Agnes Trophy. *Windflower*, sailed by a former owner, George Lehleitner, won the Agnes Cup in 1937 and 1939. The cup, presented to the winning skipper at the annual get-together banquet of all those who have sailed on the *Agnes*, was first put into competition in 1936.

▶ The Southern Y.C., which had been occupied by the U. S. Coast Guard since January, 1942, was recently returned to the membership.

Commodore Leslie P. Beard, of the Southern Y.C., has sold his 38′ power cruiser *Betty Anne* to Wesley Baker, a new member.

Dr. John T. Capo, who didn't relish the idea of staying ashore after his schooner *Salt Wind* was taken over by the Navy, has bought the auxiliary sloop *Dixie Queen* from Joseph T. Scruggs, of Pensacola.

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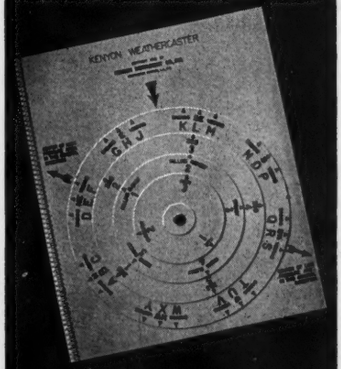

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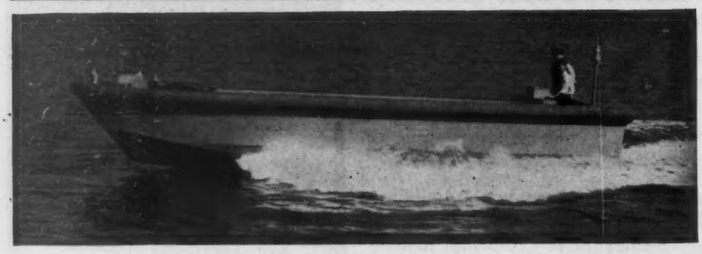

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NEWS OF THE INDUSTRY

Kent Hitchcock Photo

"SC 772," built by The Peyton Company, Newport Beach, Cal., makes a run off a West Coast port

GENERAL MOTORS INSTITUTE DIESEL ENGINE SCHOOL

▶ A U. S. Coast Guard Mechanics Training Course, specializing in naval amphibious engines, has recently been established by the Detroit Diesel Engine Division School, a part of the General Motors Institute at Flint, Michigan. This new school is the only place at which Coast Guardsmen are being trained in the mechanical maintenance of these barges. Known as the Amphibious Diesel Engine Course, it is in reality "post graduate training," since the only men who are selected to take it are those who have already attended other Coast Guard engine schools or those who have had previous experience with Diesel engines. The course is of five weeks' duration, with new classes starting every Monday. About 90 per cent of the course is devoted to mechanical work; ten per cent to classroom lectures.

CHARLES WEBB JOINS FEDERAL-MOGUL MARINE

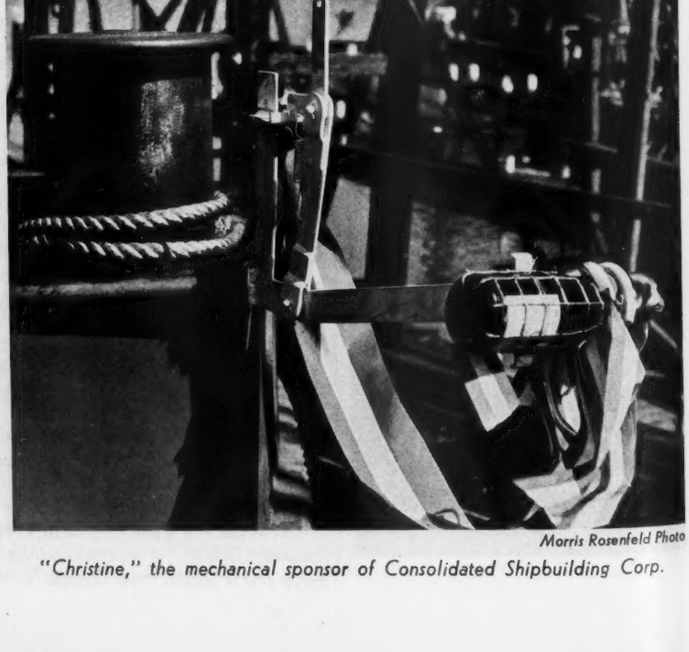
▶ Charles Webb, who for many months has been associated with Army ordnance production in North Carolina, has become a member of the East Coast sales staff of Federal-Mogul Marine of Detroit.

ARTHUR J. PETERSEN

▶ Arthur J. Petersen, son of Julius Petersen, well-known yacht builder of Nyack, N. Y., passed away suddenly on July 10th. Long prominent in the marine field, Mr.Petersen had been general manager of the Nyack yard.

ON THE PRODUCTION LINE

▶ The Army-Navy "E" flag with one star, for continued excellence in war production, was awarded to the H. M. Harper Co., Chicago, early in June. . . . The Nashville Bridge Co., Nashville, Tenn. and G. C. Conn, Ltd., Elkhart, Ind. have also been awarded the Army-Navy "E."



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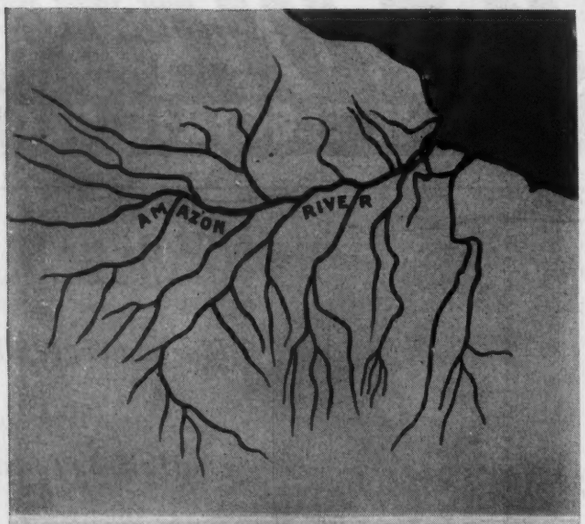

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